

**Southwest
Conference of Mayors**

2012 Bicycle Plan - DRAFT



**ACTIVE TRANSPORTATION
ALLIANCE**





Southwest Conference of Mayors Bicycle Plan

Presented by Active Transportation Alliance, January 2, 2012

*The photos throughout this plan show some of the best examples
of bicycle facilities in the Southwest Municipal Conference area.*

COVER: Heritage Quarries Recreation Area in Lemont

FACING: Bike path in Palos Heights



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Cyclists in Palos Heights

Executive Summary

The Southwest Conference of Mayors (SCM) is a regional council of governments, consisting of 21 Cook County municipalities. The southwest suburbs have an extensive transportation system of expressways and arterials and are provided with public transit service by both Pace and Metra. Built into and alongside this network is a system of bicycle facilities planned by municipalities, forest preserves, and the county. Individually, many SCM members have prepared excellent plans and maps for facilities within their municipal boundaries. The members of the SCM see the opportunity to connect these smaller sets of facilities into a larger regional network.

For many years, the conference's mayors have viewed bicycle planning as an important part of transportation planning, both as a mode of transportation and as a physical activity option. Various bicycle plans and maps have been prepared by the conference previously. Although local plans had been previously drafted, the SCM area's first regional plan was drafted in 1996 and identified those routes that should be considered priorities. In 2001 the plan was updated and digital files of proposed routes were mapped using geographic information systems (GIS). Finally, in anticipation of the updated 2012 Regional Bikeways Plan, the SCM created a standing Bicycle and Pedestrian Committee.

The goals of the plan, as set out by the Bicycle and Pedestrian Committee, were to create a safe network of bicycle facilities that will connect residents to parks, schools, and other regional destinations, as well as create an implementation strategy. Complementing these larger goals are recommendations for preparing local bike plans; creating bicycle safety, education, and encouragement programs; installing regional signage; and identifying grant opportunities.

This plan represents the most detailed bicycle planning effort yet prepared by the conference. Building on previous bicycle planning work and relying on the hard work of the Bicycle and Pedestrian Committee, the Active Transportation Alliance, municipal staff, and elected officials, this document will act as a guide for planning and implementing bicycle facilities in the SCM service area.

The plan is broken down into six major sections:

The Introduction provides background on previous SCM bicycle planning efforts. The previous update to the 1996 SCM Bikeways Plan occurred in 2001, but in the 10 years since the last update, the realities of the area changed and require a realignment of priorities.

Section 1 outlines the 2012 SCM Bikeways Plan planning process. Beginning in June 2011, the SCM held four regional bicycle planning meetings. Ten of the conference's 21 members actively participated in the planning process

Section 2 offers recommendations and best practices. This chapter contains overall recommendations on regulatory and policy tools, bike racks, safety, education, encouragement, regional signage, and grant seeking.

Section 3 focuses on the regional corridors and contains the quantitative corridor ratings. Additionally, this section contains the bicycle plan map and municipal snapshot maps.

Section 4 details implementation strategies for the identified regional corridors. In this section, the 18 regional corridors are divided into three implementation tiers based on the ratings analysis in Section 3. The SCM supports implementation on each regional bicycle corridor. These tiers are presented to show which corridors had more positive attributes.

Section 5 is the plan's appendix, which provides an overview of the various types of bicycle facilities and their proper implementation.

A. Background



Blue Island covered Bike Parking at Metra station

Regional bicycle planning efforts began at the Southwest Conference of Mayors in 1996 and resulted in a cohesive plan that included the basic framework for a network based on public outreach and perceived feasibility. The plan was updated some five years later in order to analyze progress, make strong implementation recommendations, and digitize the network into GIS. The plan has three sections: the overall goals and policies for bicycling in the region, the recommended network, including data indicating how the network is built out, and an implementation section.



Blue Island youth cheering on the upcoming completion of the Cal-Sag Trail (Source: Jane Blew-Healy)

B.I Accomplishments

The 2001 plan was significant in that it was the first time that the regional network was established as a GIS file of public record for other communities. This allowed municipalities to make important connections for cyclists passing between towns. Additionally, at least some of the recommendations from the plan have entered the construction phase, most notably the Cal-Sag Trail.

B.II Challenges

The plan offered little in the way of implementation planning. While it identified preferred regional bicycle routes, the role of the conference, the municipalities, and other partner agencies in turning these corridors into bicycle facilities was not defined. These two areas were given particular attention in the 2012 SCM Bikeways Plan.



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2012 Bicycle Plan Planning Process

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1.1 Focus of the Plan: Regional Corridors



Blue Island regional corridors

In **JANUARY 2011**, the Active Transportation Alliance (Active Trans) contacted the Southwest Conference of Mayors (SCM) in order to update its regional bikeways plan as part of a Communities Putting Prevention to Work (CPPW) grant awarded through the Department of Health and Human Services. The project intended to revise the 1996 and 2001 SCM Bikeways Plans, whose recommendations were largely out of date. Additionally, a new direction to the plan was given: Rather than focusing on selecting roads that are the most appropriate for retrofitting, the plan instead prioritized those corridors that made connections to regional destinations.

The 2012 SCM Bikeways Plan is somewhat of a departure from the traditional focus of many bicycle plans—especially municipal bicycle plans. Low-travelled roads are often the easiest to make changes to in order to accommodate bicycles, but they are low-travelled precisely because they do not make the most efficient connections possible. As a result, bicycle plans can propose a network to nowhere, diminishing the possibility of bicycling as a real transportation option. For this plan then, the main objective lay not in facility design recommendations, but rather setting network location priorities based on servicing key regional destinations while building upon existing local assets and mitigating the effects of long-standing network barriers.

This method of network creation is unique in that it does not prioritize those roads that are traditionally “bicycle friendly,” that is, low-speed and low-traffic roads. Rather, this plan takes the approach that bicycling is a viable transportation option that will grow in popularity if potential riders are given efficient and safe routes on which to bike to regular destinations. In this way, corridors would have built-in audiences, so to speak: bicyclists who would use the corridors from day one, simply because they offer a direct route to important locations throughout the region.

Additionally, although it is not the focus of this plan, the SCM recognizes the importance of local bicycle and Complete Streets planning. One can view the regional bicycle corridors as the equivalent to the highway network for automobile traffic. The regional bike network requires arterials, connectors, and local networks to increase the attractiveness of bicycle travel throughout the SCM service area.

1.1.1 Regional Corridor Selection/Evaluation

Guided by municipal input, this plan provides a thorough evaluation of potential corridors. The evaluation began by identifying the most important employment, entertainment, and education centers in the SCM region. Following this, members of the SCM Bicycle Plan Steering Committee were asked to nominate corridors that would best knit these destinations together, regardless of feasibility issues. There are, of course, roads and intersections that are more dangerous to cyclists than others. These barriers exist for a number of reasons: complicated intersection design, high vehicle speed, a lack of signage, or rough roads beneath overpasses. By identifying these network barriers and their corresponding assets, a set of alternate alignments was created, these routes are much safer and more feasible than the corridors as nominated, but they provide a comparable level of service. In addition, each corridor was evaluated on connectivity to regional destinations, trail networks, and transit options.

1.1.2 Regional Corridor Prioritization and Implementation

Equipped with the detailed knowledge gained through the corridor analysis and evaluations, the plan includes a three-tier system of corridor prioritization. The Tier One corridors are those with the highest regional impact and best opportunity to be implemented, while Tier Three should be regarded as long-term projects. All 18 corridors, however, are priorities for the region and the plan recommends regional bicycle facilities on each of them, the plan categorizes those corridors with the highest potential for implementation in Tier One. Ultimately, implementation of these regional corridors will rely on local initiative and regional coordination.

The plan highlights specific implementation recommendations for the SCM and member communities. This will include funding opportunities for corridor and project implementation and more municipal and corridor based planning work.

1.2 Outreach and Meetings

BEGINNING IN FEBRUARY 2011, the SCM held four regional bike planning meetings. Upon completion and adoption of the plan, the planning process will have taken 11 months to complete. The conference encouraged all SCM members to participate in the bicycle planning process. Ten of the conference's 21 members actively participated in the planning process.

Active Trans spent **THE EARLY PART OF 2011** building a list of municipal bike contacts and cataloging local bike plans. Additionally, after a request by Active Trans, the SCM created a new Bicycle and Pedestrian Committee, whose members made up the steering committee for this plan.

On **JUNE 7, 2011**, the SCM held a kick-off meeting for the planning process, and invited all member municipalities to attend. Fourteen administrators from member staff participated in the meeting, in which the SCM and Active Trans outlined the planning process and shared the goals and objectives of the planning process. The steering committee was also given an opportunity to identify the broad policy goals and priorities that would guide the development of the plan and the recommendations outlined. Additionally, this meeting also contained an important working session, which helped to identify essential bicycle corridors.

On **JULY 26, 2011**, the SCM Bicycle Plan Steering Committee met once again to review the work completed at the last meeting. Active Trans staff created detailed maps of the ideas brought forth so that committee members could more easily visualize how their nominated corridors interacted with the regional destinations. Following this, another working session was conducted, committee members were asked to identify major physical barriers and assets towards creating a regional bicycle network. After taking note of where the largest barriers were, the committee members were asked to redefine the corridors as nominated and realign them to avoid barriers where possible while still taking advantage of the assets.

Following this meeting, Active Trans staff evaluated the corridors as amended and made further changes in order to maximize network connectivity and better align them with other bicycle routes in the City of Chicago and neighboring Councils of Mayors areas. After finalizing the corridors, Active Trans staff undertook two major plan elements: corridor analysis and public outreach. The analysis element consisted of conducting a proximity study to understand what relevant community assets are within a half-mile radius of a proposed corridor. Likewise, a survey was conducted to understand residential priorities as they relate to those corridors, barriers, and assets defined by the steering committee. To do this, Active Trans staff took an innovative approach using familiar tools: the web-based survey tool Survey Monkey and Google Maps.

The survey, comprised of 12 questions, asking respondents to rank a series of questions, including the importance of nominated corridors, alternate alignment changes, barriers, assets, and regional destinations. Harnessing Google Maps for surveying is a unique undertaking for both Active Trans and the field of planning in general. The benefit of this technology became apparent immediately. Users were able to focus on specific intersections that were not immediately familiar to them, they could zoom in to a very fine scale and even explore the area using the street view feature. In this way, it is hoped that these maps increased the quality of resident responses and decreased the frequency of "no opinion" responses. Although this was the first time that Active Trans has used Google Maps for conducting surveys, it is a much more powerful and interactive tool than static mapping and is something that will continue to be built upon for future plan-making endeavors.

The next meeting occurred on **NOVEMBER 7, 2011**, when steering committee members reviewed both the corridor analysis and the public engagement report. Additionally, the Active Trans staff solicited comments from the steering committee regarding a series of tiered recommendations compiled by Active Trans staff. Steering committee members were allowed to make recommendations for raising or lowering a corridor's priority based on their local expertise.

On **DECEMBER 7 AND 9, 2011**, SCM held a series of meetings with steering committee members and key informants to review preliminary plan recommendations and pool comments to provide to the Active Trans consulting team. Meeting participants include: Mike Leonard, Palos Heights, Charity Jones, Lemont, Nectarios Pittos, Orland Park, Jessica Schwenn, Willow Springs, Steve Manning, Palos Park, Mary Poulsen, Blue Island, Joseph Tauer, Oak Lawn, Dave Weakeley, Palos Hills, Charles Crump, URS, Dave Landeweer, URS.

On **MARCH 7TH, 2012** the steering committee met once again to review the final draft plan. After reviewing the document, the steering committee passed a vote recommending that the plan be formally adopted by the SCM Transportation Board.

On **AUGUST 14TH, 2012**, the final draft of the 2012 Regional Bikeways Plan was presented to the SCM Transportation Committee which reviewed the draft plan and recommended its approval by the SCM Board following local review.

Local review was conducted, from **SEPTEMBER THROUGH DECEMBER OF 2012**. Review was preformed individually with all SCM area mayors. Valuable adjustments were made to take advantage of their specific concerns and suggestions. Consequently, this final plan reflects both current best practices and the irreplaceable knowledge of the community; it will be a useful and important tool to creating a robust and successful bicycle network.



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Overall Recommendations

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2.1 Best Practices: Active Transportation Planning

Non-motorized transportation is an essential part of creating healthy communities, and the interdependence between transportation, land use, and the environment is supported by a national trend toward integrated planning and funding. In 2009, the federal government formed the Partnership for Sustainable Communities to represent the planning interests of the U.S. Departments of Transportation (DOT), U.S. Department of Housing and Urban Development (HUD), and the U.S. Environmental Protection Agency (EPA). These agencies are now coordinating funding and planning initiatives to assure a greater impact of tax dollars in communities. Non-motorized planning and policy can secure transportation, housing, and environmental funding.

Benefits of investing in non-motorized transportation facilities accrue to everyone. These benefits can be profound for individuals and families who do not have access to motorized transportation. Providing non-motorized transportation facilities gives this population access to essential goods and services.

Growth in population also requires a multifaceted approach to assure quality of life in urbanized areas. The Chicago Metropolitan 2020 Plan estimated that population growth in the Chicago region could result in one million additional cars in the area by 2030. The CMAP's GO TO 2040 Plan aims to reduce the impacts of these trends through strategic transportation investment. The plan estimates that by 2040, the region will have 2.4 million new residents, but aims to maintain the current impact of congestion on the transportation system.

These regional trends demonstrate the need for the SCM to implement best practices and support municipal members in implementing best practices. The following sections outline regulatory and policy tools that can help coordinate and implement new bike facilities. Special attention is given to Complete Streets policy, as this is a useful tool to build organizational support for the design of bicycle networks and facilities.

2.1.1 Regulatory and Policy Tools

Zoning, Development and Land Use Regulations

When municipalities require new developments to be accessible by foot, bike, and transit, more people who use the facilities will engage in healthy, active transportation. Installing features such as pedestrian routes through parking lots and bike parking facilities make it easier for residents to get moving while getting around.

Some examples of zoning, development, and land use policies that encourage active transportation:

- Require new housing developments to provide secure and convenient bike parking, much like the parking spaces required for residents' cars.
- Require new retail developments to provide pedestrian facilities like sidewalks that connect storefronts to the public right-of-way for safer accessibility on foot.
- Require new industrial and office developments to provide lockers and showers to encourage active transportation among employees.

Once municipalities adopt these regulations, zoning and planning officials can develop regulations to promote accessibility and establish compliance incentives or penalties.

Steps for evaluating and creating zoning changes:

- Analyze existing zoning.
- Identify improvements and draft appropriate language changes.
- Conduct community outreach workshops and brainstorming sessions.
- Adopt the changes.
- Develop procedures for implementation.
- Provide training for enforcement staff.

2.1 Best Practices: Non-Motorized Transportation Planning



A bridge crossing over the I & M Canal in Lemont

Safe Park Zones

Under Illinois law, municipalities can set higher fines for speeding and disobeying traffic signals when children are using parks (the practice is similar to establishing Safe School Zones). Municipalities can fund infrastructure upgrades and park district pedestrian safety projects with revenue from these fines. Creating safe, accessible public parks spurs physical activity among residents by encouraging the use of recreation facilities and by making it easier for residents to visit the parks on foot and by bike.

Municipalities can use ordinances to establish Safe Park Zones on streets adjacent to parks. A good strategy is to post permanent warning signs. The municipality also can establish a violation code for infractions of the Safe Park Zones and ensure that local police give priority to enforcing these zones. Municipalities may also want to create a funding transfer process to ensure that the park district benefits from the funds.

Resources: *Parks, Playgrounds and Active Living*, Robert Wood Johnson Foundation, www.activelivingresearch.org/files/Synthesis_Mowen_Feb2010.pdf

Steps to evaluate and create Safe Park Zones:

- Identify best places to designate as Safe Park Zones.
- Draft initial Safe Park Zone policy.
- Adopt the Policy.
- Develop procedures for implementing policy.
- Provide training for municipal, park district, and enforcement staff.
- Conduct community outreach workshops and brainstorming sessions.
- Manage the production and installation of Safe Park Zone signage.

School Travel Plans

School travel plans analyze and develop solutions for physical and social barriers to walking and bicycling to school. Solutions may include new infrastructure, like sidewalks and crosswalks, as well as safety programming for students.

Drawing up a school travel plan is an essential step in getting funding for programming and infrastructure that encourages biking and walking to school.

Steps to create school travel plans:

- Create travel plans for schools and districts.
- Conduct community outreach workshops, brainstorming sessions and walking audits.
- Provide assistance with preparation of Safe Routes to School funding applications.

2.1 Best Practices: Non-Motorized Transportation Planning

Interjurisdictional Cooperation

Fostering cooperation among governments is always important, but is especially true when planning for bicycle facilities that stretch through multiple jurisdictions. This can be accomplished in a number of ways. The first step could be to create a standing Bicycle and Pedestrian Task Force which would advocate for the implementation of the Bikeways Plan and other bicycle issues at the regional level. Similarly, this Task Force would better allow for unified goals when applying for grants and other project applications, such as Surface Transportation Program (STP) funding.

These cooperative efforts can also extend to agreements for joint purchasing or joint use. Purchasing agreements allow multiple governments to purchase single items, such as bicycle racks, in bulk in order to reduce the cost. Similarly, Joint Use Agreements allow municipalities to pool their money in order to construct a single facility for multiple jurisdictions.

Transportation Funding

Planning efforts are, of course, a key element to seeing bicycle infrastructure on these SCM corridors. The SCM has access to a dedicated source of transportation funding: the Surface Transportation Program (STP), which grades potential projects and awards points to them according to criteria defined by the regional government. However as it stands currently, projects are not rewarded for containing multi-modal or bicycle elements. There are a number of ways this could be remedied, such as reserving a certain percentage of funds specifically for multi-modal or bicycle projects. Revising the criteria to grant points for including bicycle infrastructure is likely the easiest method. Doing this will help to foster the inclusion of bicycle facilities in the reconstruction of roads that would have otherwise not included them and is a positive step towards a mentality shift regarding bicycles in the region.

Even if multi-modal or bicycle criteria are not included in the point structure for STP funding, the SCM should consider revising the criteria in order reduce repeating points for similar criteria.

2.1.2 Model Complete Streets Policy

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. A Complete Streets policy ensures that transportation agencies routinely design and operate the entire right-of-way to enable safe access for all users: drivers, transit users, pedestrians, and bicyclists, as well as older people, children, and people with disabilities.

Since control over roadways, roadway construction, and maintenance often cross over multiple jurisdictions, implementing policies at various levels of government is a good way to ensure that all projects can be coordinated to meet the Complete Streets policy goals. Cook County currently has an executive order that supports Complete Streets. The State of Illinois, the City of Chicago and DuPage County also have policies in place. County and municipal Complete Streets policies can help to coordinate local planning with the Illinois Department of Transportation (IDOT) and county road planning efforts. The SCM has a role to play in the regional coordination of the Complete Streets Policy implementation. Nationally, there are many other municipalities and counties that have supported and adopted Complete Streets policies.

The SCM should support a Complete Streets policy and consider adopting a policy at the conference level. Some reasons to support a Complete Streets policy:

The SCM should support a Complete Streets policy and consider adopting a policy at the conference level. Some reasons to support a Complete Streets policy:

- Transportation Equity – The elderly, children and economically disadvantaged do not have access to private automobiles, and are frequently underserved by traditional mobility-based transportation planning.
- Choice and Accessibility – Many people want to make the choice to use active transportation but the network currently undervalues this form of transportation.
- Safety Benefits – Designing streets for bicycle and pedestrian access reduces vehicular conflicts and related crashes. Improved lighting can also reduce crime.
- Health Benefits – Active transportation options are an effective way to integrate exercise into daily activity. These facilities can help to reduce the effects of obesity and other chronic diseases like diabetes and heart disease.
- Environmental Benefits – Human power is clean power. Complete Streets allow for the shifting of trips from single

2.1 Best Practices: Non-Motorized Transportation Planning

vehicle occupancy to non-motorized travel, directly reducing carbon dioxide pollution.

- **Economic Benefits** – Many studies have shown a positive correlation between land value and trail adjacencies (the Monon Trail in Indianapolis, Indiana, is one example). Additionally, the federal government has been taking steps to integrate bicycle and pedestrian planning into livability criteria for funding distributed from the EPA, DOT, and HUD.

Additionally, the SCM should encourage member municipalities to adopt local Complete Streets policies. This means municipalities would commit to accommodating pedestrian and bicycle traffic in all new transportation projects whenever appropriate, this includes the design of new facilities and the improvement of existing facilities. Complete Streets infrastructure examples include: building sidewalks, striping bike lanes and designing streets for safer, slower vehicle speeds. To implement the policy, municipalities must ensure that planners and engineers are trained in the principles of Complete Streets design. Local non-motorized transportation plans should be created or revised to include the Complete Streets standards as defined by the State of Illinois and Cook County.

Whether adopted by ordinance or by executive order, Complete Streets policies are flexible, but far reaching within a given area of governance. They can refer to detailed guidelines, or be a simple statement of policy and related goals. Some key players to involve in creating a municipal policy include: The mayor or city manager, city council members, and municipal transportation planners and engineers.

Following accepted best practices, the SCM should draft and adopt a Complete Streets policy and draft model local policy language to assist member municipalities. A good policy will support professionals and decision makers when integrating the needs of pedestrians, bicyclists, and transit riders into day-to-day transportation planning. A Complete Streets policy allows the SCM to “build in” access to and from the network, creating overall safer streets and encouraging residents to leave the automobile parked, reducing car traffic throughout the SCM. A complete street has no predefined facilities requirements, but rather supports planning initiatives and design processes.

Resources: *Complete Streets Coalition’s guide to policy elements:*
<http://www.completestreets.org/changing-policy/policy-elements/>



A bike route in Blue Island (Source: City of Blue Island staff)



Metra Station in Palos Heights

Much of SCM priority regional corridor network is controlled by IDOT or Cook County. To assist in coordination of improvements, the conference should partner with municipal agencies to integrate these corridors into local plans and encourage IDOT and county agencies to support bicycle improvements on these corridors. Success in some cases will take many years. The near-term recommendation is for the SCM to immediately begin communicating with county agencies and the state the need to better accommodate cyclists and pedestrians on the priority corridors. The SCM should begin aggressively prioritizing the implementation of bike facilities on these corridors. It should use its influence as a regional planning organization to coordinate with county and state road improvement and maintenance priorities, and find opportunities to implement these recommendations with other agencies' projects.

2.3 Bicycle Parking



A custom bike rack in Palos Heights' Art Garden

Throughout the SCM region, install inverted-U or functionally similar bike parking racks at public buildings and parks, and on publicly owned property near businesses and multi-unit residences. Racks should be located within clear view of the destination's entranceway, preferably as close as the closest motor vehicle parking space—no more than 50 feet away.

Initially, bike parking installation should focus on existing public buildings, schools, forest preserves and parks, and at locations where cyclists are found to be underserved in terms of capacity, convenience or security. Remaining rack installations should be driven by resident and merchant request. Racks should be installed on public property whenever feasible.

Communities within the SCM benefit from adopting a bicycle parking ordinance that mandates new construction and development to include bicycle parking per SCM specifications. Here's an example of how a municipal code may read. The following model language is excerpted from the Skokie municipal code found on the next page.

2.3 Model Bicycle Parking Ordinance

Here's an example of how a municipal code may read. The following model language is excerpted from the chapter 1-5, 1-6, and 1-7 of the "Model Bicycle Parking Ordinance" developed by PHLP for the State of Illinois. The full ordinance can be accessed at: www.atpolicy.org.

SHORT-TERM AND LONG-TERM BICYCLE PARKING

A. All Bicycle Parking Spaces shall be:

1. Well lit if accessible to the public or bicyclists after dark,
2. Sited to ensure significant visibility by the public or by building users, except in the case of Long-Term Bicycle Parking that is located in secure areas only accessible to employees, staff, or residents,
3. Accessible without climbing stairs, going up or down a slope in excess of [12] percent, and via a route on the property that is designed to minimize conflicts with motor vehicles and pedestrians.

B. All In-Street Bicycle Parking and Bicycle Parking Spaces located in a parking facility shall be:

1. Clearly marked, and
2. Separated from motor vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles.

C. All Bike Racks shall be located at least [36] inches in all directions from any obstruction, including but not limited to other Bike Racks, walls, doors, posts, columns, or exterior or interior landscaping.

D. Unless clearly visible from the main entrance, a sign indicating the location of all Bicycle Parking Spaces shall be prominently displayed near the main entrance to the building or facility, and additional signs shall be provided as necessary to ensure easy wayfinding. A "Bicycle Parking" sign shall also be displayed on or adjacent to any indoor room or area designated for bicycle parking.

ADDITIONAL SHORT-TERM REQUIREMENTS

All Short-Term Bicycle Parking Spaces shall contain Bike Racks and shall meet the following requirement:

A. Location:

1. Short-Term Bicycle Parking must be located either (a) within [50] feet of the main public entrance of the building or facility or (b) no farther than the nearest motor vehicle parking space to the main public entrance (excluding disabled parking), whichever is closer. If the development contains multiple buildings or facilities, the required Short-Term Bicycle Parking shall be distributed so as to maximize convenience and use.

2. Short-Term Bicycle Parking Spaces may be located either (a) on-site or (b) in the public right-of-way (e.g., sidewalk or In-Street Bicycle Parking), provided that an encroachment permit is obtained for the installation and the installation meets all other requirements of the law. If Bike Racks are located on public sidewalks, they must provide at least [6] feet of pedestrian clearance and be at least [2] feet from the curb.

B. Bike Rack Requirements: Bike Racks used for Short-Term Bicycle Parking must be securely attached to concrete footings, and made to withstand severe weather and permanent exposure to the elements.

ADDITIONAL LONG-TERM REQUIREMENTS

Long-Term Bicycle Parking shall be provided in either (1) Bike Lockers or (2) indoor rooms or indoor areas specifically designated for bicycle parking (including designated areas of an indoor parking facility), and shall satisfy the following requirements:

A. Location: Long-Term Bike Parking shall be located no more than [300–500] feet from the main public entrance.

B. Requirements for Indoor Long-Term Bicycle Parking: Long-Term Bike Parking located in indoor rooms or indoor designated areas shall contain Bike Racks or a comparable device, and shall be designed to maximize visibility of all portions of the room or designated area from the entrance.

2.4 Safety, Education, and Encouragement

Bicycle & Pedestrian Safety Education

SCM should partner with regional bicycle education instructors to train and 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 instructors for a number of demonstrations in a season.

Safe Routes to School

The SCM Bicycle and Pedestrian Committee should support member municipalities in organizing Safe Routes to School teams at local schools that involve stakeholders such as parents, police, and public works officials. These teams, once established, should assess improvements needed to the physical walking and biking environment and determine the encouragement, education and enforcement solutions that will increase the number of children walking and biking. Bicycle safety programs should be considered at all schools. The SCM Bicycle and Pedestrian Committee should encourage schools to develop regular and sustainable bicycling education programs. The SCM and local schools could partner with the Active Transportation Alliance for necessary Safe Routes training, facilitation, resources, and materials. The Active Transportation Alliance offers training for local committees, curriculum for integration into school lesson plans, and a biking and walking encouragement activity guide to assist with encouragement programs. The Illinois Department of Transportation and Safe Routes program can also provide safety education materials to reinforce bike safety messages.

Enforcement

Many motorists do not know, or do not obey rules for safely sharing the roadway with pedestrians and bicyclists. This can result in a hostile environment and -in the worst cases- tragic incidents on the roadway. Coupled with education, enforcement of tough penalties can be a powerful tool for influencing driver behavior. The Southwest Conference of Mayors should consider establishing a special group of local Police Departments to promote safe driving around bicyclists and pedestrians. Must stop for pedestrians in a crosswalk and no cell phones in school zone enforcement will bring awareness to the laws while generating revenue for communities. This would be a rotating activity for all communities in the Southwest Conference of Mayors region.

Law Enforcement

Enforcing traffic laws that improve the safety of bicycling is another important part of achieving a safe and comprehensive bike system. Police officers are best equipped to respond to bicycle safety and enforcement issues when appropriate training has been provided and local ordinances provide clear, reasonable guidance on enforcement issues.

The SCM should support local police departments in providing introductory and ongoing trainings on enforcement of the traffic laws that create a safe bicycling environment. Providing such trainings at a central location would be a great way to reach many departments with one coordinated training event. The curriculum should include:

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

The SCM should encourage municipalities to designate a police liaison to communicate with the bicycling community, coordinate bicycle safety and enforcement training to the department, and provide updates to the SCM Bicycle and Pedestrian Committee.

In consultation with the police liaisons, the SCM Bicycle and Pedestrian Committee could make recommendations to SCM municipalities on ways to adapt and amend ordinances for the purpose of promoting and enforcing a safe environment. The Active Transportation Alliance can provide training and resource materials.

2.4 Safety/Education/Encouragement



Blue Island City Council bike-to-work day (Source: City of Blue Island staff)

Mobility Education Campaign

Many bicyclists and motorists do not know or understand the rules of the road for cyclists. Educating these groups on the rules will create a safer environment for everyone.

The SCM can assist municipalities in distributing bicycling information:

- Arrange for bicycle information to be reprinted and distributed by partner agencies, utility companies, and the private sector
- Include information with utility bills or parking sticker renewals
- Partner with local bike shops to distribute publications
- Partner with local doctors and public health agencies to distribute information on the health benefits of cycling
- Encourage municipalities to engage high schools to develop materials and distribute information to the student body

Bicycle Map

A regional bicycle map update can encourage bicycle use by promoting existing on-street bicycle routes and identifying bicycle-friendly routes to important and popular destinations like parks, schools, libraries, forest preserves, and business districts. Copies can be mailed to residents in the summer and included in new resident packets. Consider private sector sponsorship for printing the map.

The SCM can work with municipal agencies like public works departments and the chambers of commerce to design and publish free bicycle maps each spring that include recommended street routes.

Bike to Work Week

Bike to Work Week gives bicycle commuters and non-commuters alike the chance to learn more about traveling by bicycle. This is a regional promotion coordinated by Active Trans 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 walking or biking to work, are healthier and more energetic. This translates to employer cost savings: greater productivity, less sick leave, fewer worker compensation claims, and lower overall health care costs.

The SCM can work with municipal park districts to create encouragement and education programs that challenge business and public agency employees to bicycle to work.

Shop by Bike

Shop by Bike programs encourage residents to take their bikes on short errands to local shops, which adds physical activity to residents' daily routines, while relieving parking issues and supporting local business. With Shop by Bike, retailers offer discounts and promotions for shoppers on bike. The SCM Bicycle and Pedestrian Committee should pursue partnerships with the retailers and restaurants to encourage shopping by bike in the SCM region. 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 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.

2.4 Safety/Education/Encouragement

Car-Free Day

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 and perhaps creating a rectangular network providing access to all parts of a city's downtown
- Inviting merchants to offer special discounts to participants
- Offering bicycling classes leading up to the event through a bicycling ambassadors program

The SCM Bicycle and Pedestrian Committee can work with several partner agencies, including municipal park districts, police departments, and public works departments to designate one day each year for special programming that encourages residents to bike or walk for local trips.

Bicycle Fleets

Encouraging SCM staff and municipal staff to use bicycles for work travel 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, SCM should offer annual classes for member municipality employees covering basic bike safety, simple roadside maintenance, and commuting and carrying by bike. These classes will also provide a benefit to SCM staff.

Bicycle Sharing Program

A bicycle sharing program like the B-Cycle bike share program recently launched in downtown Chicago will encourage bicycle use for short-term transportation and recreation around the region, and could be a draw for visitors as well. Patrons can check out bikes from automated kiosks. A credit card or debit card is usually required as a deposit. There is commonly no charge for the first 30 minutes, and a nominal charge is applied there after. The costs for the program are covered by a combination of sponsorship, advertising, and user fees.

The SCM Bicycle and Pedestrian Committee should work to secure a vendor to manage a bike sharing program located at the commuter rail stations and regional destinations.

2.5 Regional Signage



I & M Canal Bicycle Trail signage near Lemont (Source: Village of Lemont staff)

Bicycle Network Signs

Use accepted standards for bicycle route signage that identifies the bicycle network and communicates destination, distance and direction. A regional signage network that focuses on wayfinding for selected regional destinations and the regional priority corridors can work well with municipal signage. Municipal signage can focus on low traffic residential and collector streets that, when combined with bicycle route signage, can become a solid basis for local bike circulation. SCM regional signage can focus on improving arterial streets on the recommended network to improve multi-jurisdictional connectivity to expand the travel choices for bicyclists. Appropriate signage on these streets provides useful service to experienced riders and normalizes the presence of cyclists for the thousands of drivers who use the routes daily. This plan recommends signing the regional corridors as a near-term priority.

Awareness Signs

The SCM should create and install “gateway” signage to influence and set expectations for driver behavior. Signs can positively affect human behavior in many settings. The signs should be focused on place-making at regional destinations. Signs will help indicate the areas that are prioritized for pedestrians and cyclists.

Awareness signs are not a substitute for bicycle accommodations through good road design. But well-crafted signs can bring modest improvements in road-sharing behavior and will visibly remind residents, who often utilize all modes of travel, of the important role bicycling can play in creating livable communities.

Traffic Signal Pavement Detector Signs

Place consistent markings at signalized intersections utilizing vehicle detector loops to show cyclists where to place their bike for the loop to detect. Where detector loops in the pavement are used, consistent markings showing where to position a bicycle help increase bicycle awareness and improve service to bicyclists. Bicycle detection should be considered when replacing or installing detector loops. The proposed SCM priority regional corridors incorporate key signalized intersections at high-traffic cross-streets to help cyclists cross more safely, quickly and conveniently. Some traffic signal loop detectors will not detect a bicyclist regardless of the bike’s position. These loop detectors should be adjusted within reasonable limits to detect most cyclists and should also be a near term priority.

2.6 Grant Seeking

2.6.1 TA

Transportation Alternatives

Transportation Alternatives (TA) is a new program established by MAP-21. The program combines several traditional funding sources for Active Transportation into one central program area. Programs that are now covered by TA include the Illinois Transportation Enhancements Program (ITEP), the Recreational Trails Program, and the Safe Routes to School Program.

2.6.2 CMAQ

Congestion Mitigation and Air Quality Program

The Congestion Mitigation and Air Quality program (CMAQ) is an annual program administered by the Chicago Metropolitan Agency for Planning that funds transportation facilities and programs. It focuses on programs that improve air quality. Recently, CMAQ considered the implementation of the GO TO 2040 Comprehensive Regional Plan in its program development process. Programming procedures are currently being reviewed to improve program implementation. Program information: www.cmap.illinois.gov.

2.6.3 STP

Surface Transportation Program

Surface Transportation Program (STP) assists municipalities with local surface transportation improvements to federally authorized urban (FAU) routes. Programmed annually, STP can be used for constructing on-street bicycle facilities and traffic calming strategies on FAU routes, pedestrian facilities, off-street multi-use trails and bicycle parking. This program is administered by the mayors conferences. STP funds can be used to prioritize funding of the projects outlined in this plan. STP typically funds up to 70 percent of project costs.

2.6.4 IDNR

Illinois Department of Natural Resources

Illinois Department of Natural Resources Bike Path Grant Program provides grants for the creation of bike paths. The program also prioritizes projects that involve land acquisition, tie into a trail network, provide a linear trail connection, are identified in bikeway plans, provide quality bike facilities, have minimal adverse impact, are new facilities, are scenic, demonstrate maintenance capacity, and have not received other federal or state funding. The program's matching funds are not to exceed 50 percent of the required local match or \$200,000, per successful application. The applications for the funding cycle are due on March 1st of each year. Program information: dnr.state.il.us/ocd/newbike2.htm.

2.6.5 HSIP

Highway Safety Improvement Program

Highway Safety Improvement Program (HSIP) is an annual grant program administered by IDOT. The program allocates funds to projects that propose solutions to correct a documented history of crashes involving serious injuries. These funds are available for all transportation projects, including bicycle and pedestrian improvements. Funds are allocated at a 90 percent level, with a 10 percent local match. Funding covers all phases of engineering, construction, and implementation, and is available for educational activities.

2.6.6 GCPF

Grade Crossing Protection Fund

The Grade Crossing Protection Fund (GCPF) is an annual grant program administered by the Illinois Commerce Commission (ICC) and appropriated by IDOT. The fund was created to assist local jurisdictions in paying for improvements at highway-railroad crossings of local streets. Funds are typically allocated at 60 percent for grade separations and 85 percent for warning devices. Funds are only available for local projects.

2.6.7 Energy Efficiency Grants

Illinois Department of Natural Resources

The U.S. Department of Energy (DOE) and U.S. Environmental Protection Agency (EPA) offer grants to improve energy efficiency. Although these programs have a broad scope, some bicycle and pedestrian improvements and activities may qualify for funding. These programs can be monitored to ensure that all opportunities for funding are being explored.

2.6.8 Other

Local and County Funding

Many of the federal and state managed funding sources require local match funds. Coalitions can be built between jurisdictions with the support of county government to prioritize the network and garner the support of funding agencies. The ability to show local capacity to supply matching funds will help support applications for the above mentioned programs. These partnerships should be formed in advance. This plan provides details about the agencies that need to partner on the implementation of each of the SCM regional priority corridors.



3

Regional Corridor Recommendations

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3.1 Ratings Overview



A bike path in Palos Heights

A rating system was developed in order to present contextual information about each corridor as well as their geographic proximity to key destinations. Additionally, this information formed the basis for the development of priority tiers discussed in Section 5. This information provides a quick corridor wide reference for municipal and conference efforts to seek funding for particular segments within the corridor.

A quick note is needed regarding the naming conventions of the plan's recommended alignments. Each corridor is given a basic title based on the primary street it is expected to service, regardless of the final corridor alignment. The Cicero-Kostner Avenue corridor, for example, is largely routed on to the lower-traffic Kostner Avenue, but is called "Cicero-Kostner Avenue" throughout the document for simplicity's sake. This decision was made, in part, by the nature of this plan: specifically that these are not expected to act as final alignment choices but rather as a guide for future design decisions.

3.1 Ratings Overview

The SCM Bicycle Task Force identified the following indicators:

- How many municipalities are involved? – Provides the number and list of municipalities that the corridor spans.
- How many member municipalities involved? – Provides the number and list of SCM member municipalities that the corridor spans. Additionally, provides a percentage of members to non-member municipalities.
- Percent of corridor existing – Provides the distance in miles and percent of each corridor that is actually already built and can be utilized today as an anchor in the regional system.
- Percent of corridor programmed – Provides the distance in miles and percent of each corridor that is currently programmed for funding. This could be either in a local capital improvement plan or in the regional Transportation Improvement Plan (TIP).
- Percent of corridor planned – Provides the distance in miles and percent of each corridor that is included in an adopted local or regional plan.
- Total corridor length – Provides the total linear length in miles for the corridor, including all existing, programmed, planned, and recommended corridor sections.
- New SCM recommendation (yes/no and percent) – Provides the percent of each corridor that has been newly identified by this planning process. In most cases, these sections of the corridors link gaps between two previously planned or existing corridors.
- Resident rating (rating out of 4.0 with low priority, priority, and high priority designations) – Provides a qualitative rating from the survey where residents responded to the question: “Please rank the proposed transportation corridors in terms of their importance to the regional connectivity.”
- Regional destinations within proximity (good, fair, and poor designations) – Provides a qualitative assessment of the corridor’s connectivity to the regional destinations identified by the task force and lists the destinations that fall within a half mile of the corridor.
- Trail networks within proximity (good, fair, and poor designations) – Provides a qualitative assessment of the corridor’s connectivity to the regional trail network and lists the trails or trail systems that the corridor intersects.
- Connections to and from rail and bus transit (good, fair, and poor designations) – Provides a qualitative assessment of the corridor’s connectivity to the transit system and lists the stations that fall within a half mile of the corridor, as well as the bus and train lines that the corridor intersects.



Tinley Creek bike path

- Directness (good, fair, and poor designations) – Provides a qualitative assessment of how direct the corridor is between its termini. Corridors that follow straight paths rank higher than corridors that weave.
- Parks in proximity – Provides the number of parks within a half mile of the proposed corridor.
- Schools in proximity – Provides the number of elementary and secondary schools within a half mile of the proposed corridor.
- Barriers – Provides a list of the significant barriers that prevent bicycle connectivity along the corridor.
- Assets – Provides a list of the significant assets that aid bicycle connectivity along the corridor.

3.1 Ratings Overview

The table below summarizes the results of the ratings system.
Individual corridor snapshots for all primary routes are presented in the following section.

Corridor Information	73rd St.		87th St.		99th St.		111th St.		159th St.		Archer Ave.		Cal-Sag Trail		Cicero-Kostner Ave.	
How many municipalities involved?	3		5		4		6		3		5		10		5	
How many member municipalities?	2	10%	5	19%	3	14%	5	24%	2	10%	5	24%	8	38%	4	19%
Percentage of corridor existing	0%		14%		0%		0%		0%		75%		18%		31%	
Percentage of corridor programmed	0%		0%		0%		0%		0%		0%		82%		0%	
Percentage of corridor planned	0%		0%		0%		0%		4%		9%		0%		14%	
New SCM recommendation?	Yes	100%	Yes	86%	Yes	100%	Yes	100%	Yes	96%	Yes	16%	No	0%	Yes	55%
Resident survey rating	N/A		Low Priority		N/A		Low Priority		Priority		High Priority		High Priority		Low Priority	
Directness of proposed corridor	Fair		Fair		Good		Good		Good		Fair		Fair		Poor	
Regional destinations in proximity	Fair		Poor		Poor		Poor		Poor		Fair		Good		Fair	
Trail networks in proximity	Fair		Fair		Fair		Fair		Fair		Good		Good		Poor	
Connections to public transit	Poor		Fair		Poor		Fair		Poor		Fair		Good		Fair	
Connectivity to proposed corridors	Poor		Good		Poor		Good		Poor		Good		Good		Good	
Schools in proximity	Poor		Fair		Fair		Fair		Poor		Poor		Good		Fair	
Parks in proximity	Poor		Fair		Fair		Fair		Fair		Good		Good		Fair	
Network barriers in proximity	Good		Good		Good		Fair		Good		Fair		Poor		Fair	
Network assets in proximity	Poor		Poor		Poor		Fair		Poor		Fair		Poor		Fair	

3.1 Ratings Overview

	ComEd Right of Way Trail		Harlem-Ridgeland Ave.		La Grange Rd.		McCarthy Rd.		Pulaski Rd.		Roberts Rd.		Stony Creek Trail		Southwest Highway		Tinley Creek Trail		Wolf-Willow Springs Rd.	
	4		12		6		3		8		4		4		8		3		4	
	4	19%	12	57%	5	24%	3	14%	5	24%	4	19%	3	14%	8	38%	2	10%	3	14%
	0%		12%		0%		0%		0%		0%		46%		0%		88%		8%	
	0%		0%		0%		0%		0%		0%		0%		6%		0%		0%	
	0%		1%		30%		100%		60%		100%		0%		0%		0%		81%	
	Yes	100%	Yes	86%	Yes	70%	No	0%	Yes	40%	No	0%	No	54%	Yes	96%	Yes	12%	Yes	11%
	Low Priority		Priority		High Priority		Priority		Low Priority		Priority		Priority		High Priority		Priority		High Priority	
	Fair		Poor		Fair		Good		Good		Good		Fair		Good		Poor		Fair	
	Poor		Good		Fair		Fair		Fair		Poor		Poor		Fair		Poor		Poor	
	Good		Good		Good		Good		Fair		Poor		Fair		Good		Fair		Good	
	Poor		Good		Fair		Poor		Fair		Fair		Poor		Good		Poor		Fair	
	Fair		Good		Good		Good		Good		Fair		Fair		Good		Fair		Good	
	Poor		Good		Poor		Poor		Good		Fair		Poor		Fair		Poor		Poor	
	Fair		Good		Good		Fair		Fair		Poor		Fair		Good		Fair		Good	
	Fair		Good		Fair		Good		Good		Good		Fair		Poor		Poor		Fair	
	Fair		Good		Good		Fair		Fair		Poor		Good		Good		Poor		Poor	

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: 73rd Street

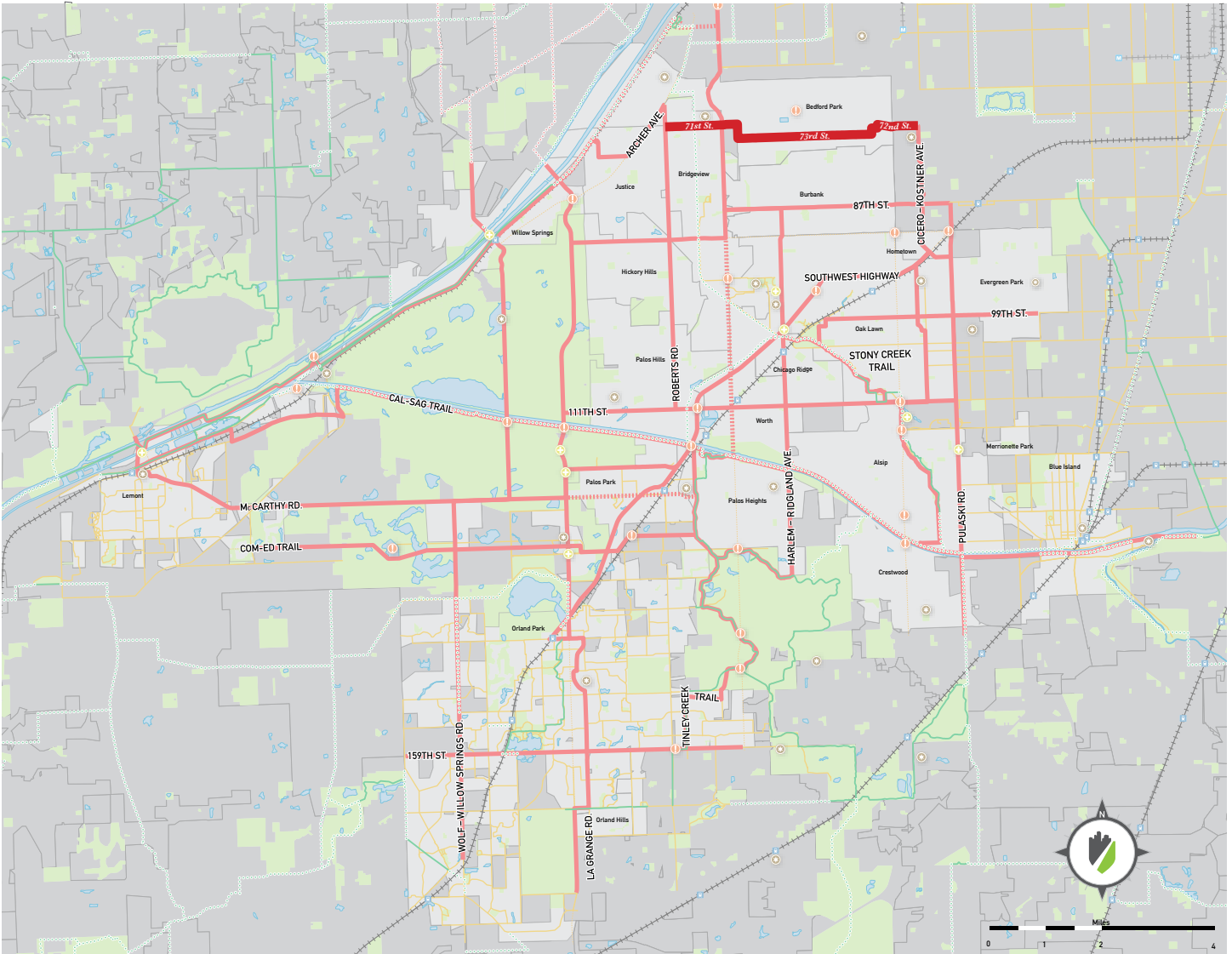
Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	3	-	-	Bedford Park, Bridgeview, Chicago
How many SCM member municipalities involved?	2	9.52%	-	Bedford Park, Bridgeview
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	5.0 Miles	100.00%	Yes	
Total corridor length	5.0 Miles	100.00%	-	
Resident survey rating	N/A	-	N/A	
Directness of proposed corridor	-	-	Fair	Direct route with some alignment changes
Regional destinations in proximity	2	-	Fair	Toyota Park, Ford City Mall
Trail networks in proximity	2	-	Fair	I & M Canal Trail, CMAP Greenway Trail
Connections to public transit - CTA, Metra, and Pace	7	-	Poor	Metra: No Stations Pace: 7 Routes
Connections to proposed corridors	3	-	Poor	Cicero Ave. Corridor, Harlem-Ridgeland Ave. Corridor, Roberts Rd. Corridor
Schools in proximity	5	-	Poor	
Parks in proximity	4	-	Poor	
Network barriers	0	-	Good	
Network assets in proximity	0	-	Poor	

73rd Street

The 73rd Street Corridor will prove to be an important link for the northern suburbs within the Southwest Conference of Mayors, it will link the Archer Corridor (and subsequently Justice and Bedford Park) to the Cicero-Kostner Corridor and valuable commercial assets in both Burbank and Bedford Park. In addition, the corridor's west terminus at Toyota Park in Bridgeview provides access to one of the top-ranked destinations within the conference. The corridor's alignment has a slight diversion in order to provide access to the Harlem-Ridgeland Corridor, using Sayre Avenue northbound then 71st Street westbound towards Harlem Avenue.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: 73rd Street



Legend

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

SCM Corridor Planning Map

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: 87th Street

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	5	-	-	Bridgeview, Burbank, Chicago, Hickory Hills, Justice
How many SCM member municipalities involved?	4	19.04%	-	Bridgeview, Burbank, Hickory Hills, Justice
Percentage of corridor existing	1.0 Miles	13.71%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	6.3 Miles	86.29%	Yes	
Total corridor length	7.3 Miles	100.00%	-	
Resident survey rating	2.53	-	Low Priority	
Directness of proposed corridor	-	-	Fair	Direct route with some alignment changes
Regional destinations in proximity	0	-	Poor	
Trail networks in proximity	2	-	Fair	CMAP Greenway Trail, Palos Forest Preserve Trail
Connections to public transit - CTA, Metra, and Pace	13	-	Fair	Metra: 1 Station Pace: 12 Routes
Connections to proposed corridors	5	-	Good	Harlem-Ridgeland Ave. Corridor, La Grange Rd. Corridor, Pulaski Rd. Corridor, Roberts Rd. Corridor, Southwest Highway Corridor
Schools in proximity	16	-	Fair	
Parks in proximity	13	-	Fair	
Network barriers in proximity	0	-	Good	
Network assets in proximity	0	-	Poor	

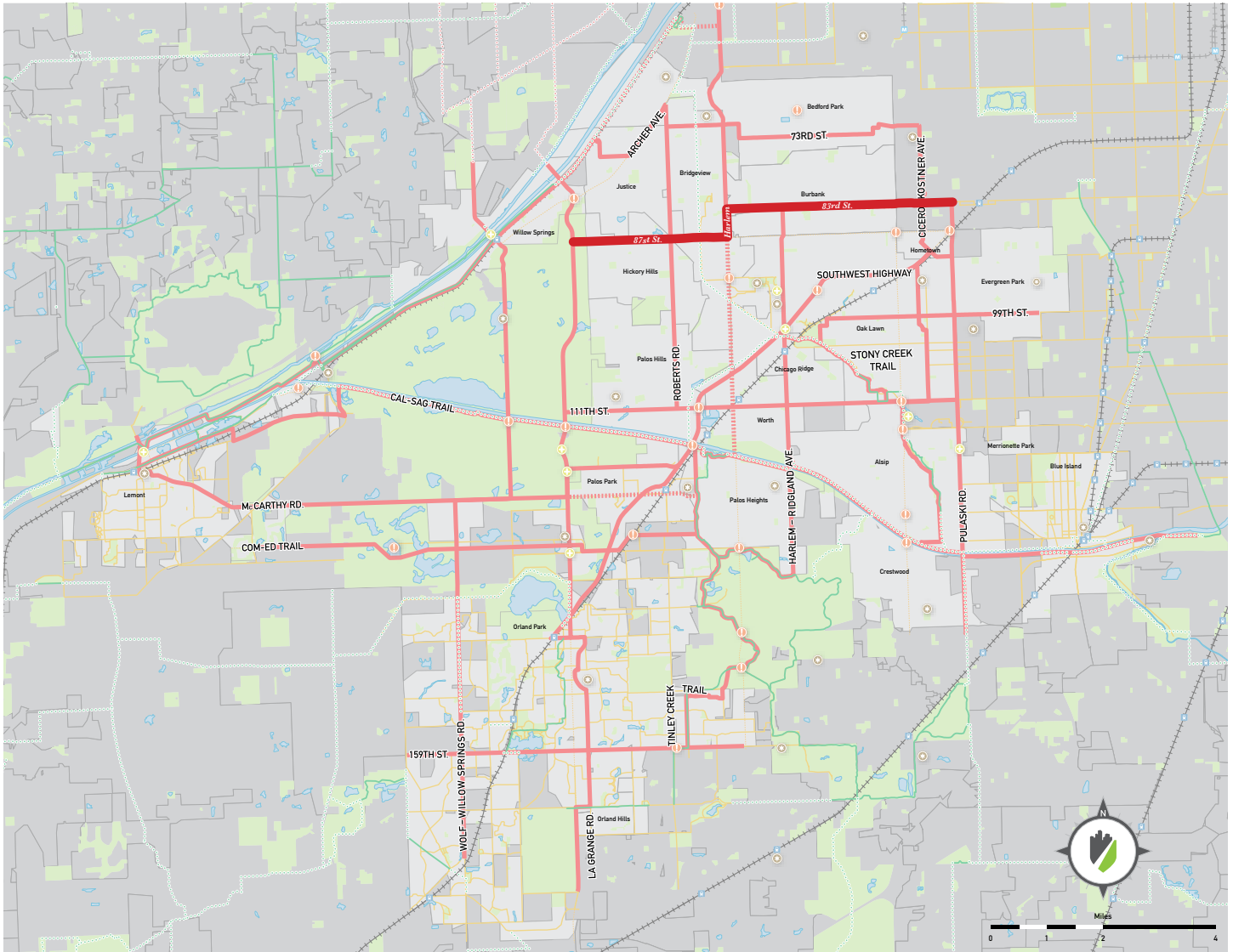
87th Street

The 87th Street corridor as nominated was a difficult one. The ADT count is high (22,000 to 30,000), and cars are prone to high speeds because of design issues, the road has three lanes in each direction and a service drive on the south side to limit turning cars. Additionally, 87th Street is one leg of one of the most difficult barriers in the SCM region: the three-way intersection of 87th Street, Pulaski Road, and Southwest Highway. For these reasons, it was decided that, where possible, the alignment needed to be removed from 87th Street to the parallel 83rd Street, a road that is already well-travelled by bicyclists. However, 83rd Street is interrupted by freight rail lines immediately west of Harlem Avenue, forcing the alignment back onto 87th Street until it meets La Grange Road.

That said, this corridor does a good job in increasing connectivity relative to the other corridors, 83rd–87th Street is in proximity to no regional destinations and does only a fair job in making connections to existing transit stops, schools, and parks. Resident sentiment seemed to reflect these findings, as respondents rated it as a low priority for the regional system. For all of these reasons, this corridor was listed in Tier Two.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: 87th Street



Legend

SCM Corridor Planning Map

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: 99th Street

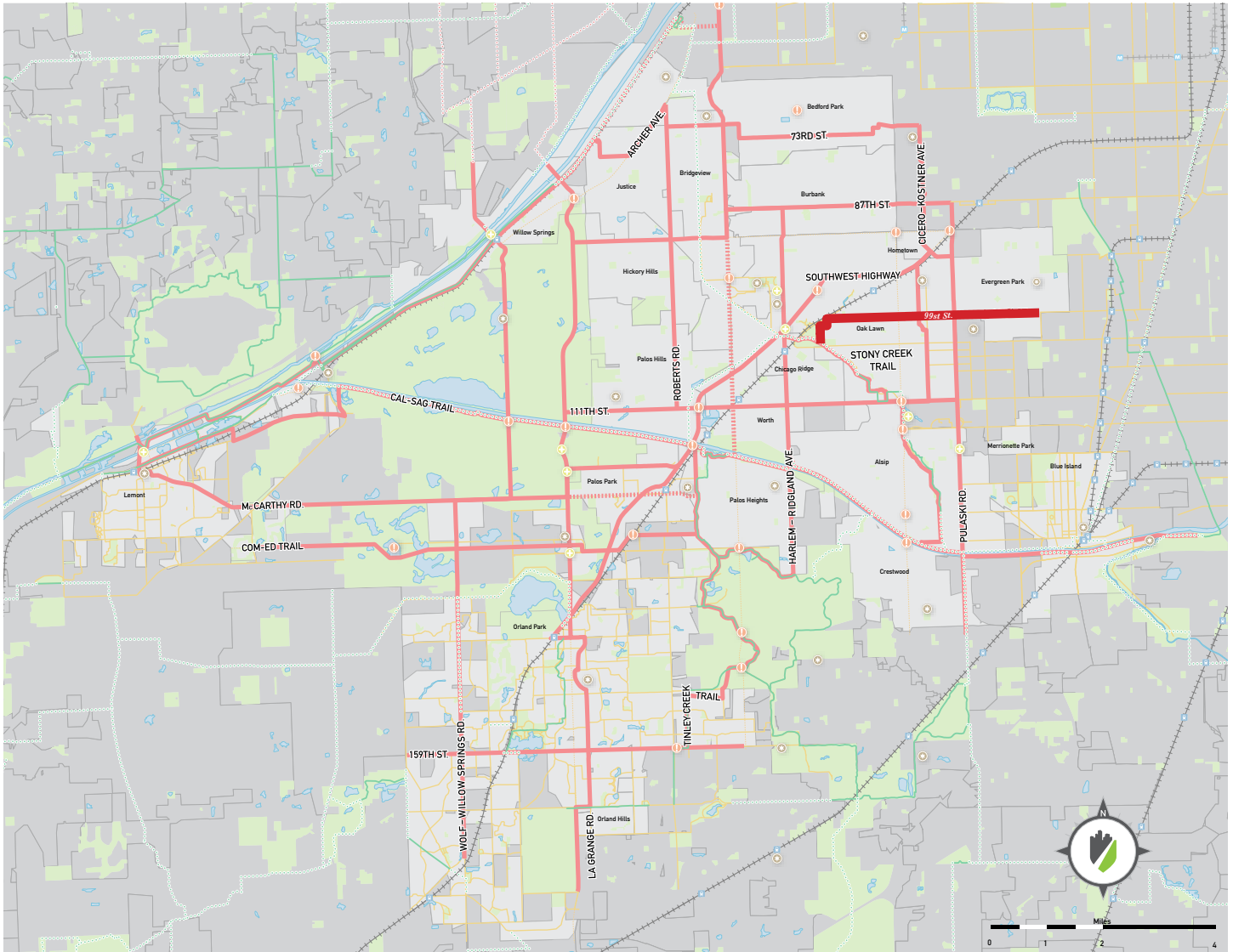
Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	4	-	-	Chicago, Chicago Ridge, Evergreen Park, Oak Lawn
How many SCM member municipalities involved?	3	14.29%	-	Chicago Ridge, Evergreen Park, Oak Lawn
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	4.4 Miles	100.00%	Yes	
Total corridor length	4.4 Miles	100.00%	-	
Resident survey rating	N/A	-	N/A	
Directness of proposed corridor	-	-	Good	Nearly Direct route
Regional destinations in proximity	1	-	Poor	St. Xavier University
Trail networks in proximity	2	-	Fair	Lake Shore Park Path, Stony Creek Trail
Connections to public transit - CTA, Metra, and Pace	5	-	Poor	Metra: 1 Station Pace: 4 Routes
Connections to proposed corridors	3	-	Poor	Cicero Ave. Corridor, Oak Lawn Connector Corridor, Pulaski Rd. Corridor
Schools in proximity	15	-	Fair	
Parks in proximity	11	-	Fair	
Network barriers in proximity	0	-	Good	
Network assets in proximity	0	-	Poor	

99th Street

99th Street serves as one of the main east-west connectors for the Northeast suburbs within the conference. 99th Street will link Oak Lawn and Evergreen Park to the 99th Street Beverly Metra station via the City of Chicago's local bike plan. 99th Street serves as a lower-traffic alternative for riders wishing to steer off of 95th Street or 103rd Street. Despite having few major destinations along the corridor, there are several major commercial destinations such as the Evergreen Plaza and Chicago Ridge Mall within close reach. In order to provide access to the Harlem-Ridgeland Corridor and Chicago Ridge Mall, the 99th Street Corridor will use alternative alignment westbound towards Ridgeland Avenue, as 99th Street ends just west of Central Avenue.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: 99th Street



Legend

	2012 SCM Regional Network		Destinations		Metra Stations
	2012 SCM Regional Network Alternate Route		Network Barriers		CTA Stations
	Municipal Bicycle Network		Network Assets		Parks and Open Spaces
	Existing Trail Network		WCMC Regional Plan		Water
	Rail Lines		CMAP Greenways Plan		SCM Communities

SCM Corridor Planning Map

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: 111th Street

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	6	-	-	Alsip, Chicago, Chicago Ridge, Oak Lawn, Palos Hills, Worth
How many SCM member municipalities involved?	5	23.81%	-	Alsip, Chicago Ridge, Oak Lawn, Palos Hills, Worth
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	7.0 Miles	100%	Yes	
Total corridor length	7.0 Miles	100.00%	-	
Resident survey rating	2.86	-	Low Priority	
Directness of proposed corridor	-	-	Good	Direct route with minimal alignment changes
Regional destinations in proximity	2	-	Poor	Downtown Worth, Moraine Valley Community College
Trail networks in proximity	2	-	Fair	Cal-Sag Trail, Stony Creek Trail
Connections to public transit - CTA, Metra, and Pace	12	-	Fair	Metra: 2 Stations Pace: 10 Routes
Connections to proposed corridors	8	-	Good	Cal-Sag Trail, Cicero-Kostner Ave. Corridor, Harlem-Ridgeland Ave. Corridor, La Grange Rd. Corridor, Stony Creek Trail, Pulaski Rd. Corridor, Roberts Rd. Corridor, Southwest Highway Corridor
Schools in proximity	15	-	Fair	
Parks in proximity	20	-	Fair	
Network barriers in proximity	2	-	Fair	The intersection of Cicero Ave. and 111th St., the intersection of the Southwest Highway and 111th St.
Network assets in proximity	1	-	Fair	St. Casimir Connection

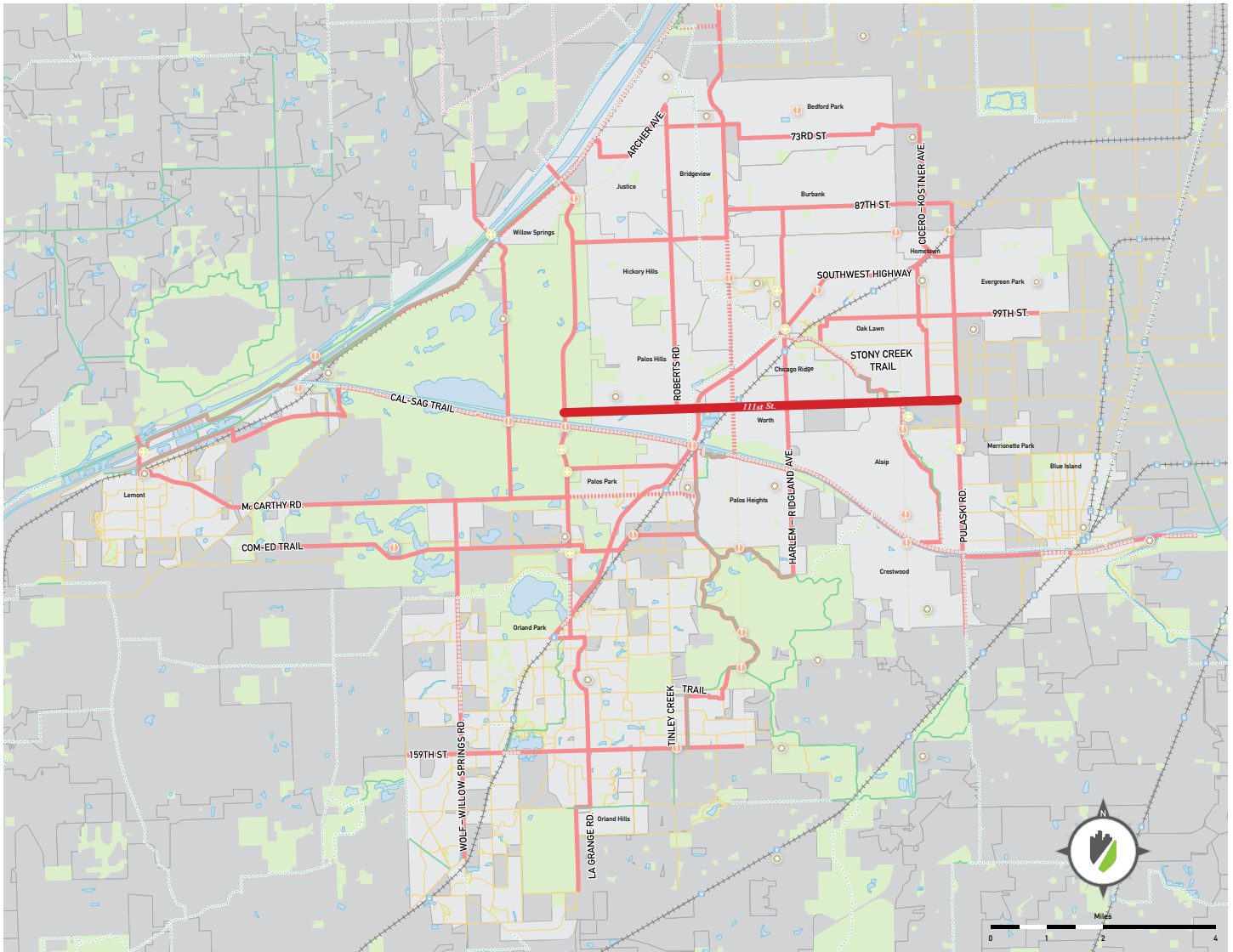
111th Street

111th Street is, in many ways, the prototypical road for this region: a four-lane arterial with a variable turning lane, limited sections with street parking, and an ADT count between 20,000 and 30,000. This type of road, however, is a prime candidate for a retrofit, under the right circumstances. Given this corridor's connection with Moraine Valley Community College—the highest-ranked destination in the resident survey—this could potentially be one of those circumstances. While this is an extremely important connection, this corridor is only average in its connections to other categories: 111th Street is in proximity to just two regional destinations, 12 transit stops, 15 schools, and 20 parks.

The corridor did not undergo an alignment change for the simple fact that there were few other options. The grid network in this area is not strongly defined, as it is broken by both I-294 and freight rail lines. Although the ADT is potentially worrisome, with correct bicycle facility design, this could be mitigated.













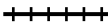


3.2 Corridor Snapshots

3.2.1 Corridor Maps: 111th Street



Legend

SCM Corridor Planning Map

- | | | | | | |
|---|---|---|---------------------|---|-----------------------|
|  | 2012 SCM Regional Network |  | Destinations |  | Metra Stations |
|  | 2012 SCM Regional Network Alternate Route |  | Network Barriers |  | CTA Stations |
|  | Municipal Bicycle Network |  | Network Assets |  | Parks and Open Spaces |
|  | Existing Trail Network |  | WCMC Regional Plan |  | Water |
|  | Rail Lines |  | CMAP Greenways Plan |  | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: 159th Street

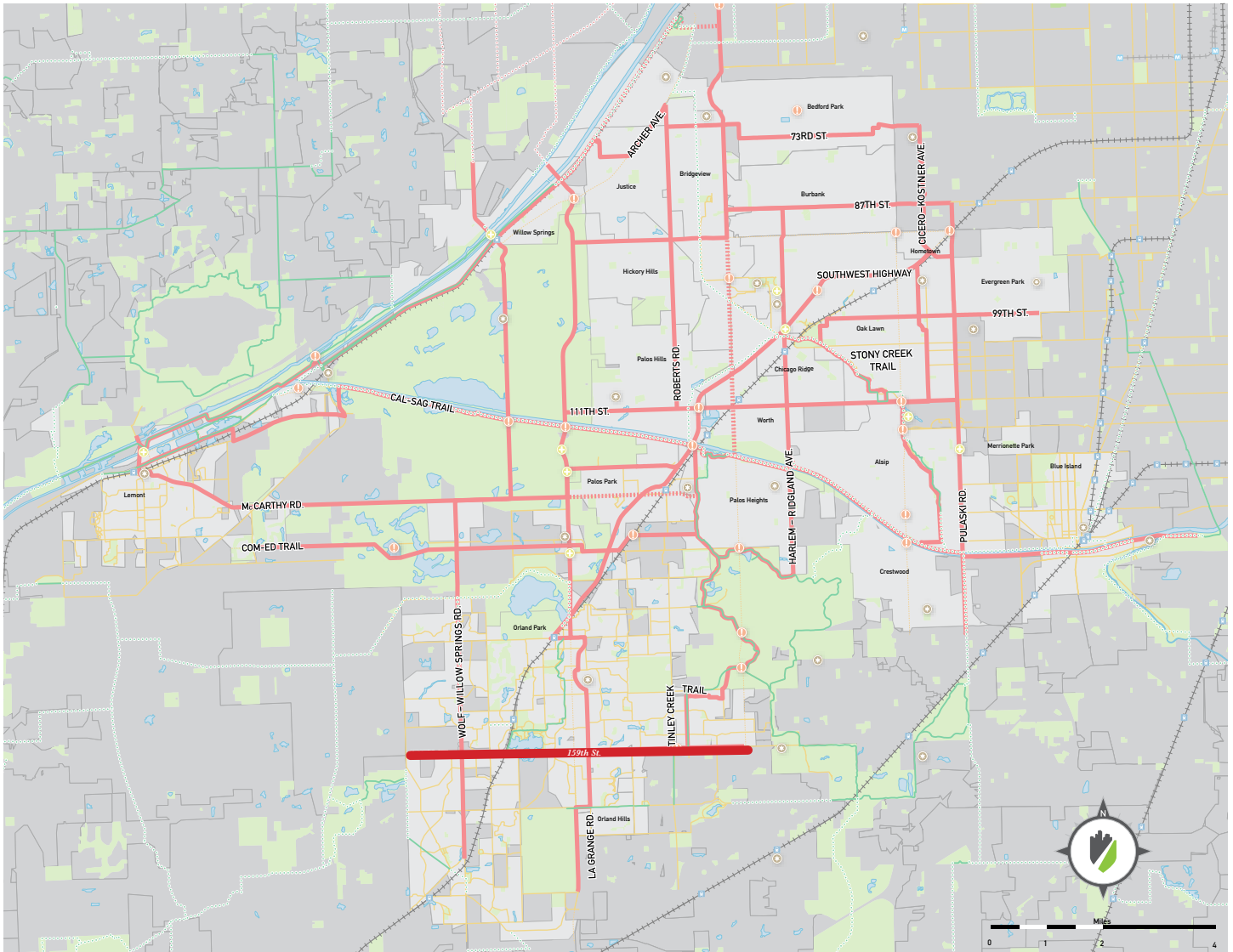
Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	3	-	-	Orland Hills, Orland Park, Tinley Park
How many SCM member municipalities involved?	2	9.52%	-	Orland Hills, Orland Park
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	0.2 Miles	3.76%	-	
Percentage of new recommendation	5.8 Miles	96.27%	Partial	
Total corridor length	6.0 Miles	100.00%	-	
Resident survey rating	3.17	-	Priority	
Directness of proposed corridor	-	-	Good	Direct route with minimal alignment changes
Regional destinations in proximity	0	-	Poor	
Trail networks in proximity	2	-	Fair	Orland Park Bikeways, Spring Creek Trail
Connections to public transit - CTA, Metra, and Pace	3	-	Poor	Metra: No Stations Pace: 3 Routes
Connections to proposed corridors	3	-	Poor	La Grange Rd. Corridor, Tinley Creek Trail, Wolf-Willow Springs Rd. Corridor
Schools in proximity	6	-	Poor	
Parks in proximity	13	-	Fair	
Network barriers in proximity	0	-	Good	
Network assets in proximity	0	-	Poor	

159th Street

159th Street is a difficult corridor to understand. On one hand, it is nearly the only east-west running corridor in the southeast section of the SCM region. On the other hand, it would present significant design hurdles given the ADT range—33,000 to 39,000 cars a day—and high vehicle speeds along the corridor. Compounding problems is the fact that 159th Street does not make good connections with the region, probably because of the fact that it is so isolated. In fact, there are no regional destinations near the corridor, and just six schools, 13 parks, and three transit stations. However, 159th Street is a large commercial corridor and therefore a large employment center. So while it will be a difficult proposition to accommodate bicycles along 159th Street, it is still an idea worth considering for the future, especially to build upon successful local networks.













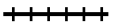


3.2 Corridor Snapshots

3.2.1 Corridor Maps: 159th Street



Legend

SCM Corridor Planning Map

- | | | | | | |
|---|---|---|---------------------|---|-----------------------|
|  | 2012 SCM Regional Network |  | Destinations |  | Metra Stations |
|  | 2012 SCM Regional Network Alternate Route |  | Network Barriers |  | CTA Stations |
|  | Municipal Bicycle Network |  | Network Assets |  | Parks and Open Spaces |
|  | Existing Trail Network |  | WCMC Regional Plan |  | Water |
|  | Rail Lines |  | CMAP Greenways Plan |  | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Archer Avenue

Corridor Information	Number		Percent		Rating		More Information (applies to primary route only)
	Pri	Alt	Pri	Alt	Pri	Alt	
How many municipalities involved?	5	6	-		-		Bedford Park, Bridgeview, Justice, Lemont, Willow Springs
How many SCM member municipalities involved?	5	5	23.81%		-		Bedford Park, Bridgeview, Justice, Lemont, Willow Springs
Percentage of corridor existing	9.3 Miles	9.5 Miles	75.00%	73.08%	-		
Percentage of corridor programmed	0.0 Miles	0.0 Miles	0.00%	0.00%	-		
Percentage of corridor planned	1.1 Miles	3.0 Miles	8.87%	23.08%	-		
Percentage of new recommendation	2.0 Miles	.5 Miles	16.13%	3.85%	Partial		
Total corridor length	12.4 Miles	13.0 Miles	100.00%	100.00%			
Resident survey rating	3.10		-		High Priority		
Directness of proposed corridor	-		-		Fair	Good	Direct route with some alignment changes.
Regional destinations in proximity	4	3	-		Fair		Bedford Industrial Corridor, Lemont Area Historical Society, Toyota Park
Trail networks in proximity	3	4	-		Good		Centennial Trail, I & M Canal Trail, Cal-Sag Trail
Connections to public transit - CTA, Metra, and Pace	11		-		Fair		Metra: 2 Stations Pace: 9 Routes
Connections to proposed corridors	5	4	-		Good		La Grange Rd., Roberts Rd., Wolf-Willow Springs Rd., McCarthy Rd., Harlem-Ridgeland Ave.
Schools in proximity	3		-		Poor		
Parks in proximity	40	42	-		Good		
Network barriers in proximity	1		-		Fair		Lack of connection between the Centennial and Argonne Trails
Network assets in proximity	1		-		Fair		The I & M Canal Bridge

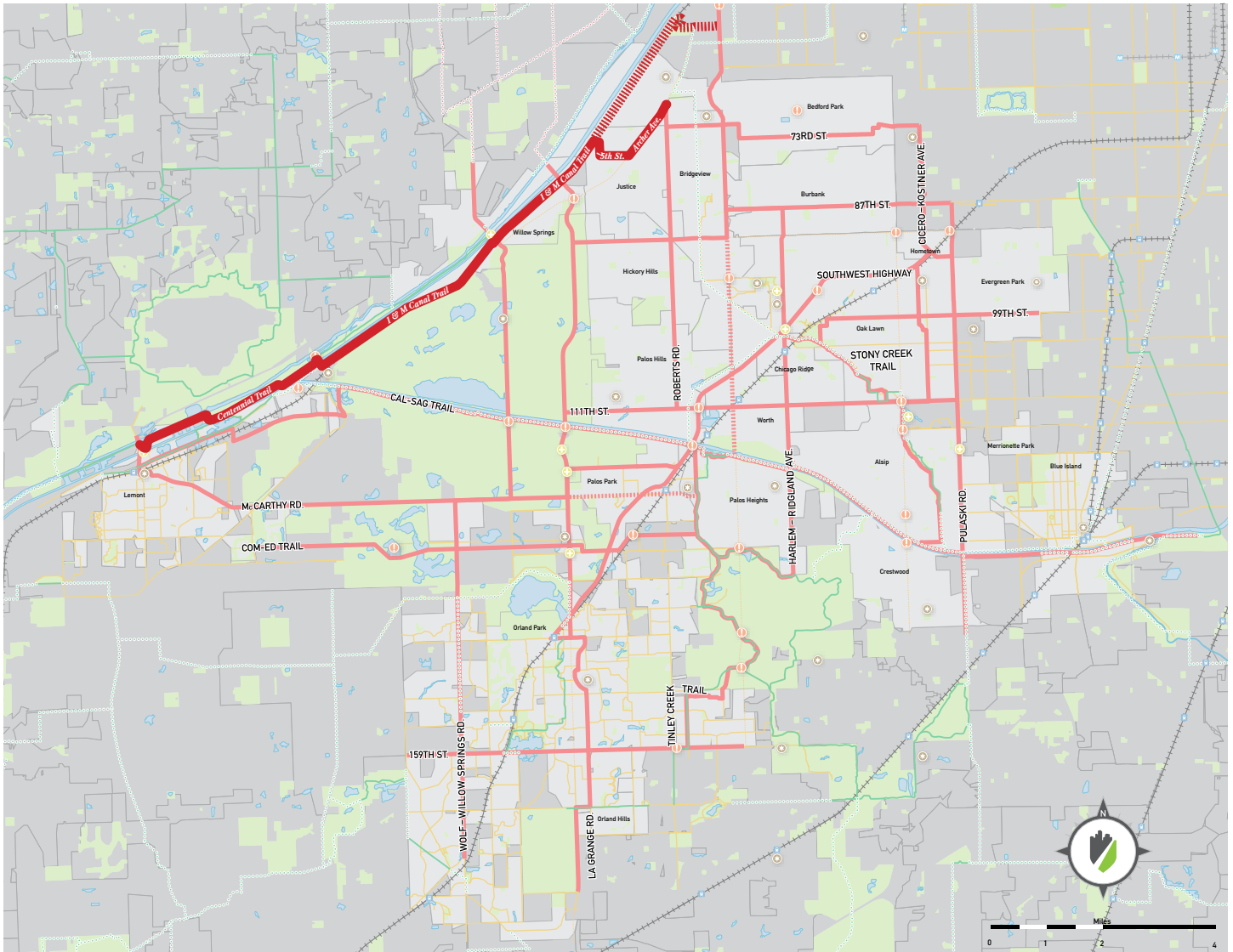
Archer Avenue

Archer Avenue is a four-lane arterial with no on-street parking that has a relatively high average daily traffic (ADT) count, close to 30,000 cars a day. The corridor, however, is an important one that links Bedford Park, Bridgeview, Justice, and Willow Springs to a Cook County Forest Preserve and Lemont in the western part of the SCM region. This alignment was well received by the public at large, receiving a rating of 3.25 out of 4, making it a “high priority” for residents. Additionally, the corridor would increase regional connectivity extremely well by linking four key regional destinations and 40 parks to one another. The corridor also does an adequate job of increasing regional connectivity by linking three existing trails, 11 public transit stations, and five of the other proposed regional corridors.

Archer Avenue intersects with the junction between I-294 and La Grange Road—an extremely hazardous intersection given the high speed with which vehicles enter and exit the on-ramps. As a result, the corridor was routed off Archer Avenue and onto a proposed extension of the Centennial Trail, which currently has its terminus at La Grange Road. By recommendation from the Village of Justice, the corridor has been extended eastward by way of the trail system along the I & M Corridor taking advantage of an existing I & M tunnel providing a safe crossing underneath the rail lines, connecting to the greater region via Harlem Ave. While there is no paved trail system in place from La Grange and I-294 going east, the corridor was extended to show intent of improvement.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Archer Avenue



Legend

SCM Corridor Planning Map

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Cal-Sag Trail

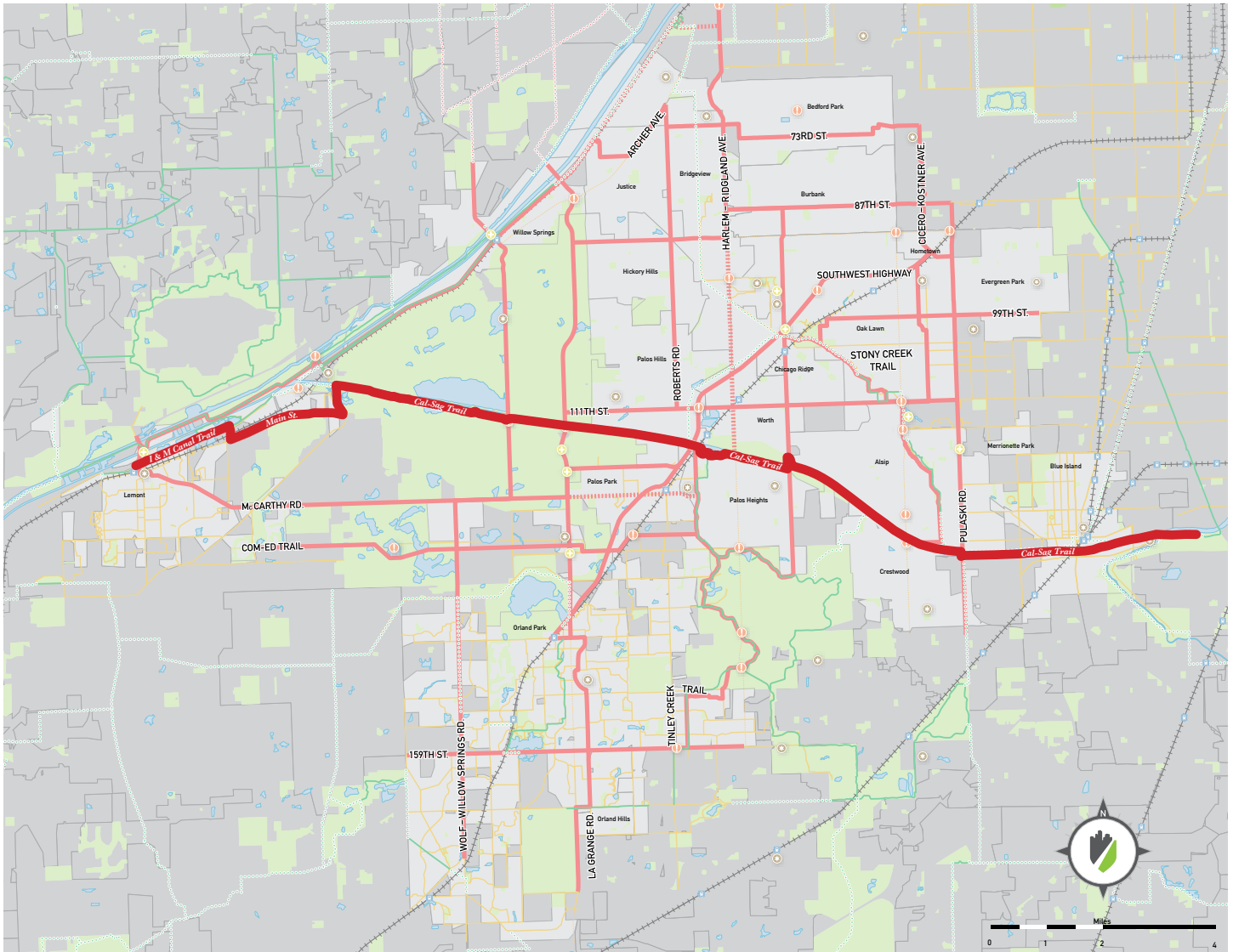
Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	10	-	-	Alsip, Blue Island, Calumet Park, Crestwood, Lemont, Palos Heights, Palos Hills, Palos Park, Riverdale, Robbins, Worth
How many SCM member municipalities involved?	8	38.10%	-	Alsip, Blue Island, Crestwood, Lemont, Palos Heights, Palos Hills, Palos Park, Worth.
Percentage of corridor existing	3.9 Miles	18.20%	-	
Percentage of corridor programmed	17.4 Miles	81.80%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	0.0 Miles	0.00%	No	
Total corridor length	21.3 Miles	100.00%	-	
Resident survey rating	3.29	-	High Priority	
Directness of proposed corridor	-	-	Fair	Direct route with some alignment changes.
Regional destinations in proximity	5	-	Good	Fay's Point, Lemont Area Historical Society, Metro South Medical Center, Saginaw Nature Preserve, Trinity College
Trail networks in proximity	7	-	Good	Centennial Trail, I & M Canal Trail, Major Taylor Trail, Tinley Creek Trail, Stony Creek Trail, Rock Island Trail, Little Calumet Trail
Connections to public transit - CTA, Metra, and Pace	16	-	Good	Metra: 4 Stations Pace: 12 Routes
Connections to proposed corridors	9	-	Good	Cicero-Kostner Ave., Harlem-Ridgeland Ave., La Grange Rd., McCarthy Rd., Pulaski Rd., Southwest Highway, Tinley Creek Trail, Wolf-Willow Springs Rd.
Schools in proximity	21	-	Good	
Parks in proximity	51	-	Good	
Network barriers in proximity	4	-	Poor	The intersection of 104th St. and the Cal-Sag Trail, the intersection of Cicero Ave. and the Cal-Sag Trail, the intersection of La Grange Rd. and the Cal-Sag Trail, Southwest Highway Bridge
Network assets in proximity	0	-	Poor	

Cal-Sag Trail

The Cal-Sag Trail is a proposed multi-use path that hugs the banks of the Calumet-Saganashkee Channel, when finished it will stretch for more than 21 miles through 10 municipalities in the SCM area, eight of which are members of the SCM. Additional connections to Dolton and Burnham in the South Suburban Mayors and Managers Association (SSMMA) area are made toward the east leg of the trail. Although the trail is an off-road path, it would still provide excellent connectivity, as it is within half a mile of five regional destinations, 21 schools, and 51 parks. Additionally, its ability to improve the existing trail network is excellent, as it links together seven existing trails, 16 transit stops, and 9 other proposed corridors. During the survey, residents were extremely interested in this corridor, rating it a high-priority corridor with a rating of 3.29 out of 4.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Cal-Sag Trail



Legend

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

SCM Corridor Planning Map

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Cicero-Kostner Avenue

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	5	-	-	Alsip, Chicago, Crestwood, Hometown, Oak Lawn
How many SCM member municipalities involved?	4	19.04%	-	Alsip, Crestwood, Hometown, Oak Lawn
Percentage of corridor existing	2.75 Miles	31.25%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	1.25 Miles	14.20%	-	
Percentage of new recommendation	4.8 Miles	54.54%	Partial	
Total corridor length	8.8 Miles	100.00%	-	
Resident survey rating	2.57	-	Low Priority	
Directness of proposed corridor	-	-	Poor	Corridor has many alignment changes
Regional destinations in proximity	2	-	Fair	Advocate Christ Medical Center, Ford City Mall
Trail networks in proximity	1	-	Poor	Stony Creek Trail
Connections to public transit - CTA, Metra, and Pace	12	-	Fair	Metra: No Stations Pace: 12 Routes
Connections to proposed corridors	7	-	Good	111th St., Cal-Sag Trail, 99th St., Pulaski Rd., 87th St., 73rd St. Southwest Highway
Schools in proximity	15	-	Fair	
Parks in proximity	14	-	Fair	
Network barriers in proximity	3	-	Fair	87th and Cicero Ave., 111th St. and Cicero Ave., 115th St. and Cicero Ave.
Network assets in proximity	1	-	Fair	St. Casimir Connection

Cicero-Kostner Avenue

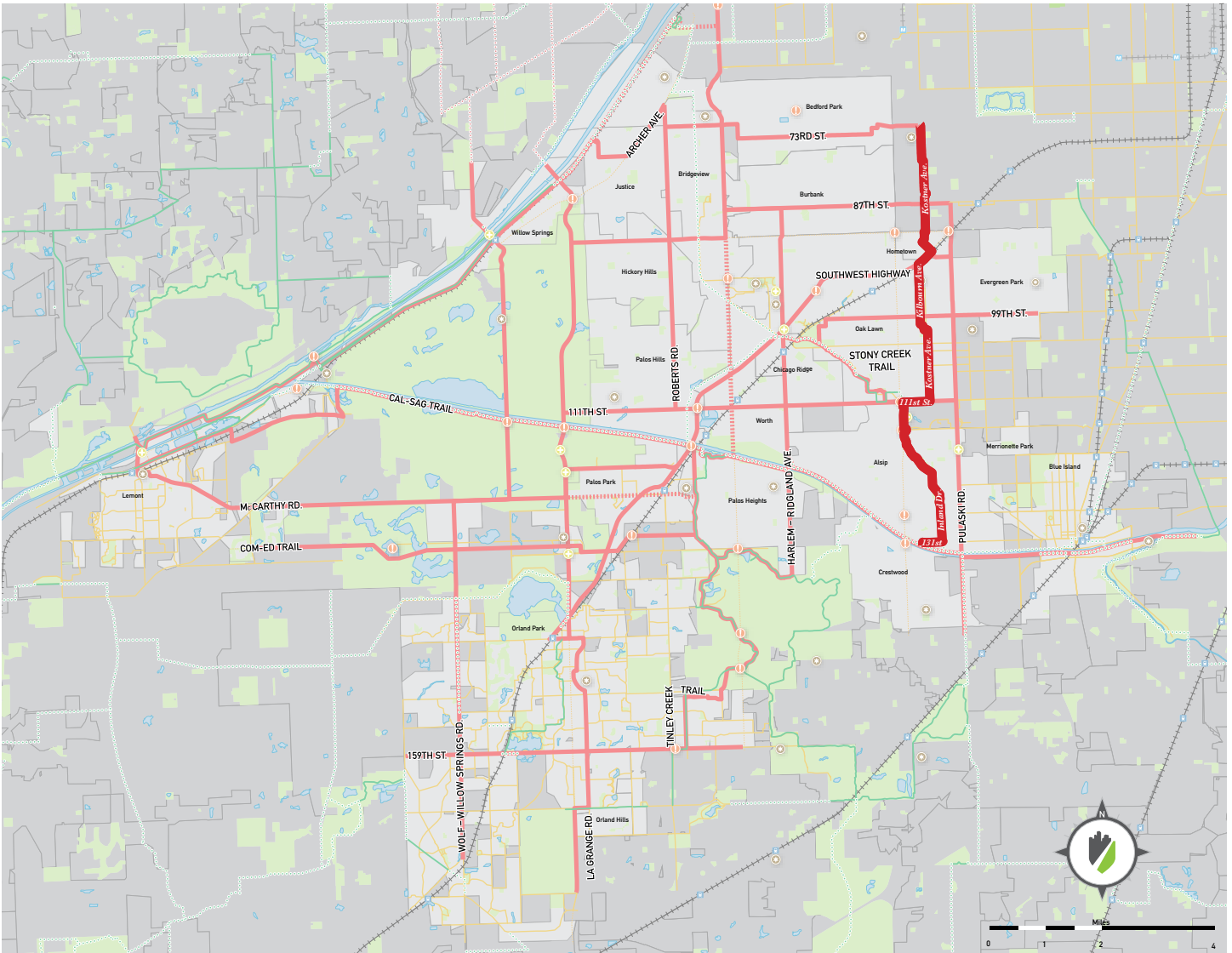
Cicero Avenue is one of the most heavily trafficked corridors proposed in this study, with an ADT count between 37,000 and 48,000. Possessing three lanes in each direction plus a variable left-hand turn lane, it acts as a de facto suburban highway and presents serious hazards to bicyclists given the high traffic volume and high vehicle speed. Also troubling is the fact that the corridor does not make nearly as many efficient connections as would be expected given its high traffic count. For these reasons, the alignment for this corridor was moved off Cicero Avenue entirely, instead, this corridor was routed onto Kostner Avenue before connecting with the Cal-Sag Trail via the Stony Creek Trail. The resulting corridor, it must be noted, has less connectivity to regional destinations. It runs through just four SCM communities and makes connections to only two regional destinations. Further, it receives only fair marks for establishing connections with schools (15) and parks (14). Importantly, it does make a connection to the larger region by traversing the city of

Chicago to reach one of the key regional destinations in the Ford City Mall. This is accomplished through the use of an existing pedestrian oriented passage. Providing no automotive access, this passage allows for a safe crossing to the busy Ford City Mall. Overall, local residents who know the area responded to all these factors and ranked it as a low priority for the regional bicycle network.

However, with these changes, the safety of the whole corridor was significantly increased. All five barriers from the Cicero Avenue corridor as nominated were mitigated, while taking advantage of the St. Casimir Connection, one of the network's assets.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Cicero-Kostner Avenue



Legend

SCM Corridor Planning Map

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: ComEd Right of Way Trail

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	3	-	-	Lemont, Palos Heights, Palos Park
How many SCM member municipalities involved?	3	14.29%	-	Lemont, Palos Heights, Palos Park
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	8.3 Miles	100%	Yes	
Total corridor length	8.3 Miles	100.00%	-	
Resident survey rating	2.80	-	Low Priority	
Directness of proposed corridor	-	-	Fair	Direct route with minimal alignment changes
Regional destinations in proximity	1	-	Poor	McCord Gallery
Trail networks in proximity	4	-	Good	La Grange Rd., Southwest Highway, Tinley Creek Trail, Wolf Rd.
Connections to public transit - CTA, Metra, and Pace	1	-	Poor	Metra: No Stations Pace: 1 Route
Connections to proposed corridors	4	-	Fair	La Grange Rd., Southwest Highway, Tinley Creek Trail, Wolf Rd.
Schools in proximity	4	-	Poor	
Parks in proximity	21	-	Fair	
Network barriers in proximity	2	-	Fair	The intersection of 129th St. and Metra tracks, the Tampier Slough Wetlands
Network assets in proximity	1	-	Fair	The intersection of 131st St. and La Grange Rd.

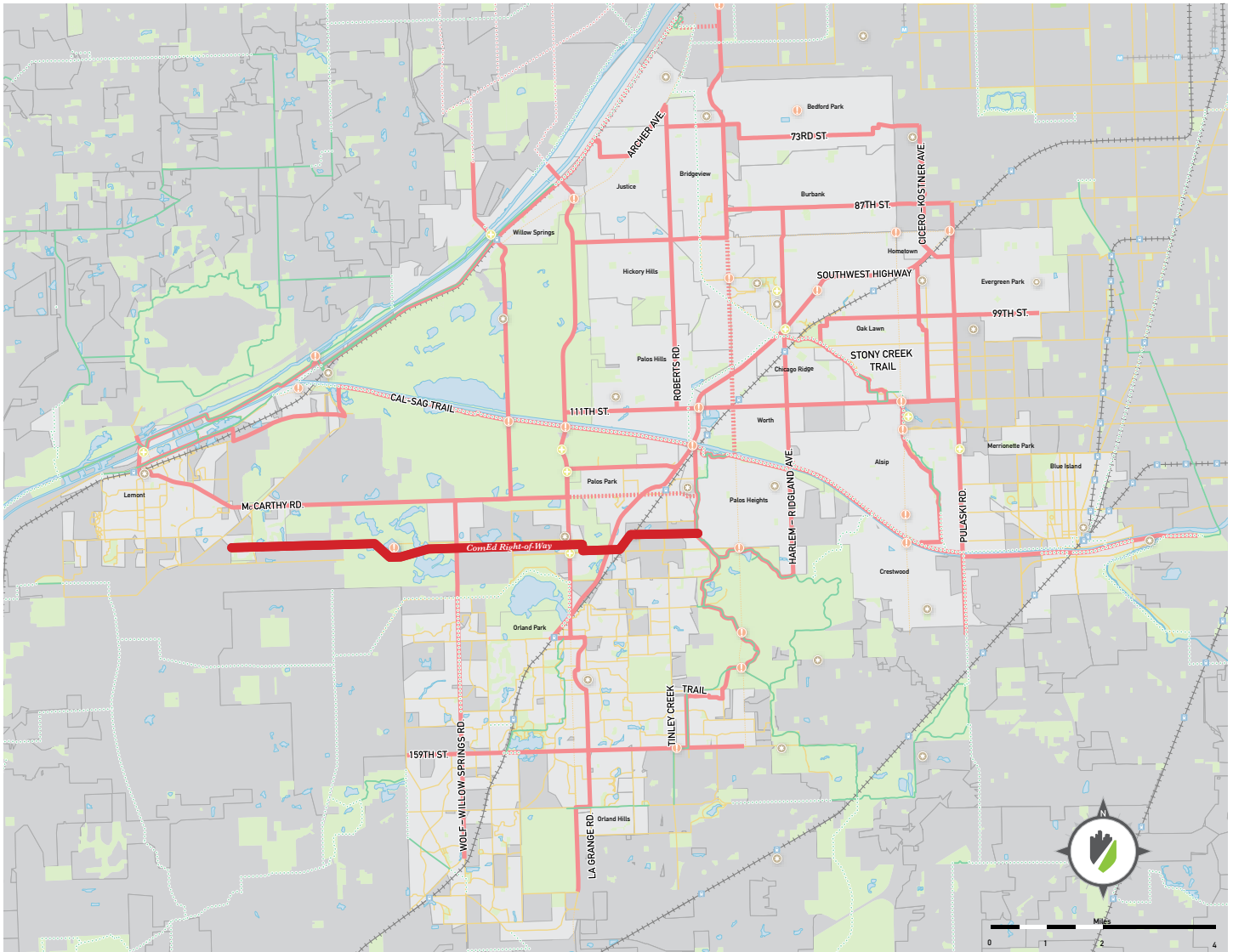
ComEd Right of Way Trail

This corridor is both easier and more difficult than a traditional corridor; easier because there are no issues of traffic or right-of-way battles, difficult because the trail would be entirely located on public property. The nomination for this corridor is based on ComEd's previously successful efforts in constructing trails beneath transmissions lines. This trail, however, would run largely through a Cook County Forest Preserve, limiting its impact in making regional connections, as it is in proximity to just one regional destination, one Pace bus stop, four schools, and 21 parks. The largest benefit would likely be the connections it would make to the regional trail network, via the Tinley Creek Trail and into the Cal-Sag Trail.

As stated, the construction of this trail would be at the discretion of ComEd and would need to run beneath transmissions lines, so the alignment is more or less fixed. A potential problem is the Tampier Slough, a protected wetlands area that may require an environmental review.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: ComEd Right of Way Trail



Legend

SCM Corridor Planning Map

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Harlem-Ridgeland Avenue

Corridor Information	Number		Percent		Rating		More Information (applies to primary route only)
	Pri	Alt	Pri	Alt	Pri	Alt	
How many municipalities involved?	12	12	-		-		Alsip, Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Forest View, Lyons, Oak Lawn, Palos Heights, Summit, Worth
How many SCM member municipalities involved?	12	12	57.14%		-		Alsip, Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Oak Lawn, Palos Heights, Worth
Percentage of corridor existing	1.7 Miles	0.0 Miles	12.23%	0.00%	-		
Percentage of corridor programmed	0.0 Miles	0.0 Miles	0.00%	0.00%	-		
Percentage of corridor planned	0.2 Miles	0.2 Miles	1.44%	2.22%	-		
Percentage of new recommendation	12.0 Miles	8.8 Miles	86.33%	97.78%	Partial		
Total corridor length	13.9 Miles	9.0 Miles	100.00%	100.00%			
Resident survey rating	3.16		-		Priority		
Directness of proposed corridor	-		-		Poor	Good	An indirect route with significant alignment changes
Regional destinations in proximity	4	5	-		Good		Chicago Ridge Mall, Oak Lawn Community Pavilion, Toyota Park, Palos Community Hospital
Trail networks in proximity	4		-		Good		Cal-Sag Trail, Salt Creek Trail, South Branch Riverwalk, Stony Creek Trail
Connections to public transit - CTA, Metra, and Pace	20	21	-		Good		Metra: 2 Stations Pace: 18 Routes
Connections to proposed corridors	8	6	-		Good		73rd St., 87th St., Southwest Highway, Stony Creek Trail, 111th St., Cal-Sag Trail, Tinley Creek Trail, Archer Ave Alternate
Schools in proximity	31	29	-		Good		
Parks in proximity	44	38	-		Good		
Network barriers in proximity	0	1	-		Good	Fair	Harlem Ave and Tinley Creek Trail near 131st (Alternate route only)
Network assets in proximity	2	0	-		Good	Poor	Southwest Highway Bridge, Melvian Ditch and 95th St.

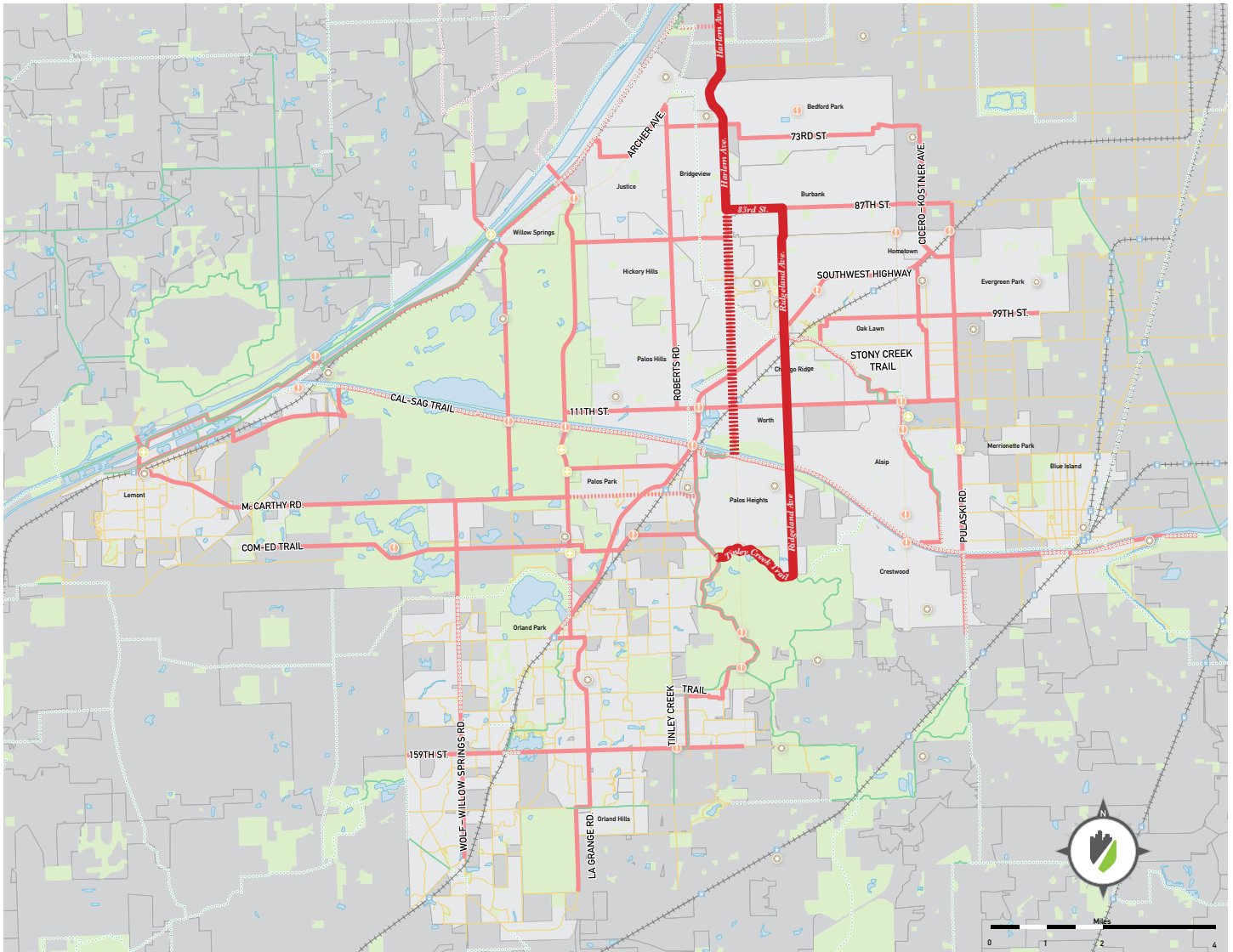
Harlem-Ridgeland Avenue

Harlem-Ridgeland Avenue was originally listed as a Tier One recommendation, although it was moved down to Tier Three because of feasibility issues. This decision is largely based on an Regional Transit Authority (RTA) corridor study for Harlem Ave. that does not recommend installing bicycle facilities along Harlem Avenue given the high traffic volume of 30,000 to 39,000 vehicles per day. This is a challenging problem because Harlem is a vital commercial corridor for the region, reflected in the resident survey rating of 3.16 out of 4, making it a priority for the region. Additionally, the corridor has excellent connectivity to regional destinations, transit stops, parks, schools, and the existing trail network.

Designing an alternate alignment was difficult largely because of a lack of a direct north-south running parallel to Harlem Avenue due to the presence of I-294. As a result, the recommended on-street alignment directs cyclists to Ridgeland Avenue. It does, however, avoid three major network barriers that would have to be otherwise addressed if the alignment were to remain on Harlem Avenue. The corridor's recommended route will therefore align directly to Ridgeland Avenue, with an alternate route aligned to Harlem Avenue. The corridor is designed to function alongside the Tinley Creek Trail, with cyclists routed on to the trail south of the Cal-Sag Trail through Palos Heights and the Forest Preserve District.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Harlem-Ridgeland Avenue



Legend

SCM Corridor Planning Map

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|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: La Grange Road

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	6	-	-	Justice, Orland Hills, Orland Park, Palos Park, Tinley Park, Willow Springs
How many SCM member municipalities involved?	5	23.81%	-	Justice, Orland Hills, Orland Park, Palos Park, Willow Springs
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	4.1 Miles	29.50%	-	
Percentage of new recommendation	9.8 Miles	70.40%	Partial	
Total corridor length	13.9 Miles	100.00%	-	
Resident survey rating	3.39	-	High Priority	
Directness of proposed corridor	-	-	Fair	Direct route with several alignment changes
Regional destinations in proximity	3	-	Fair	Downtown Orland Park, Orland Square, McCord Gallery
Trail networks in proximity	4	-	Good	Orland Park Bikeways, I & M Canal Trail, Centennial Trail, Cal-Sag Trail
Connections to public transit - CTA, Metra, and Pace	10	-	Fair	Metra: 1 Station Pace: 9 Routes
Connections to proposed corridors	8	-	Good	87th St., 111th St., 159th St., Archer Ave., Cal-Sag Trail, ComEd Right-of-Way, McCarthy Rd., Southwest Highway
Schools in proximity	6	-	Poor	
Parks in proximity	44	-	Good	
Network barriers in proximity	3	-	Fair	The intersection of Archer Ave. and La Grange Rd., the intersection of the Southwest Highway and La Grange Rd., the intersection of the Cal-Sag Trail and La Grange Rd.
Network assets in proximity	4	-	Good	The pedestrian bridge over La Grange Rd., trail access through the Spears Woods Forest Preserve along La Grange Rd., the intersection of La Grange Rd. and 131st St.

La Grange Road

The La Grange Road Alignment is composed of three distinct sections: the south section, which follows local alternative routing identified in the Orland Park municipal bikeway plan, the middle section, through Palos Park, where IDOT is considering the construction of a side path (or shared use path), and the north section, which travels through a Cook County Forest Preserve. SCM could consider these three sections separately during plan implementation.

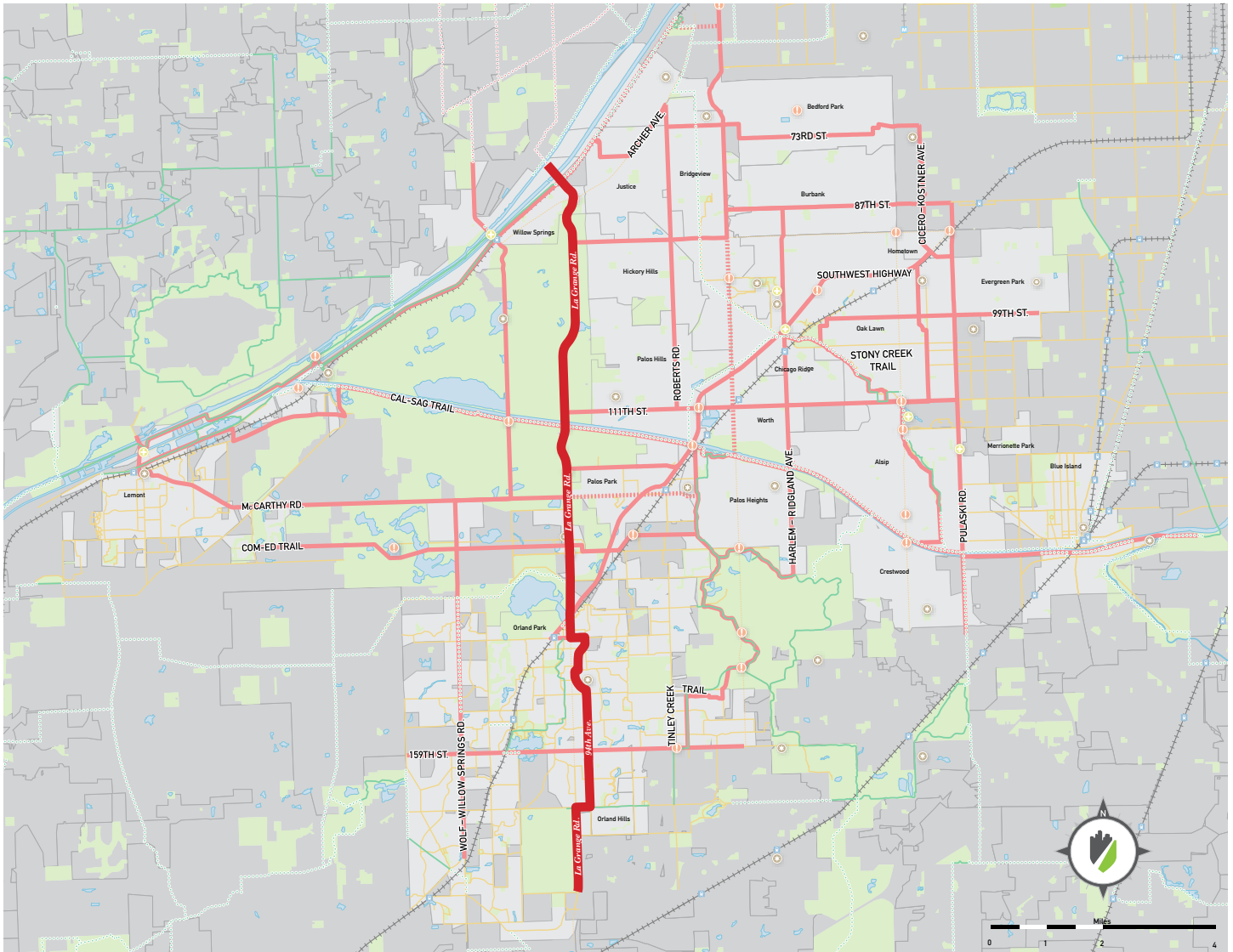
La Grange Road has the dubious distinction of being the most heavily trafficked corridor among those nominated, with an ADT count between 37,000 and 51,000. The corridor has only two lanes in each direction, with a variable turn lane that likely reduces traffic somewhat. As mentioned above, the corridor typology has somewhat of a split personality. North of Palos Park, La Grange Road is isolated and largely within a Cook

County Forest Preserve. South of this, however, the road offers excellent connectivity, as it cuts through a large commercial corridor and connects three regional destinations, 10 transit stops, and 44 parks along the way. Not surprisingly, the resident survey indicated that this corridor should be a high priority.

This corridor is also somewhat unique in that it has already been the center of a number of previous planning efforts, an off-street side path will parallel La Grange Road from 123rd Street to 142nd Street. Orland Park also has a proposed local network that will connect with this path and stretch beyond Orland Square south to 171st St., effectively providing a safe route for nearly six miles. There are still a number of barriers to consider—three major network barriers were identified—but considerable planning for this project has already been completed.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: La Grange Road



Legend

SCM Corridor Planning Map

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: McCarthy Road

Corridor Information	Number		Percent		Rating		More Information
	Pri	Alt	Pri	Alt	Pri	Alt	
How many municipalities involved?	3		-		-		Lemont, Palos Heights, Palos Park
How many SCM member municipalities involved?	3		14.29%		-		Lemont, Palos Heights, Palos Park
Percentage of corridor existing	0.0 Miles	0.0 Miles	0.00%	0.00%	-		
Percentage of corridor programmed	0.0 Miles	0.0 Miles	0.00%	0.00%	-		
Percentage of corridor planned	11.1 Miles	11.0 Miles	100.00%	100.00%	-		
Percentage of new recommendation	0.0 Miles	0.0 Miles	0.00%	0.00%	No		
Total corridor length	11.1 Miles	11.0 Miles	100.00%	100.00%			
Resident survey rating	2.87		-		Priority		
Directness of proposed corridor	-		-		Good		Direct route with some alignment changes
Regional destinations in proximity	4		-		Fair		Downtown Lemont, Lemont Area Historical Society, Palos Community Hospital, Plush Horse
Trail networks in proximity	4		-		Good		Centennial Trail, I & M Canal Trail, Tinley Creek Trail, Cal-Sag Trail
Connections to public transit - CTA, Metra, and Pace	3		-		Poor		Metra: 2 Stations Pace: 1 Route
Connections to proposed corridors	6		-		Good		Archer Ave., Cal-Sag Trail, La Grange Rd., the Southwest Highway, Tinley Creek Trail, Wolf-Willow Springs Rd.
Schools in proximity	4		-		Poor		
Parks in proximity	33		-		Fair		
Network barriers in proximity	0		-		Good		
Network assets in proximity	1				Fair		Trail underpass beneath La Grange Rd.

McCarthy Road

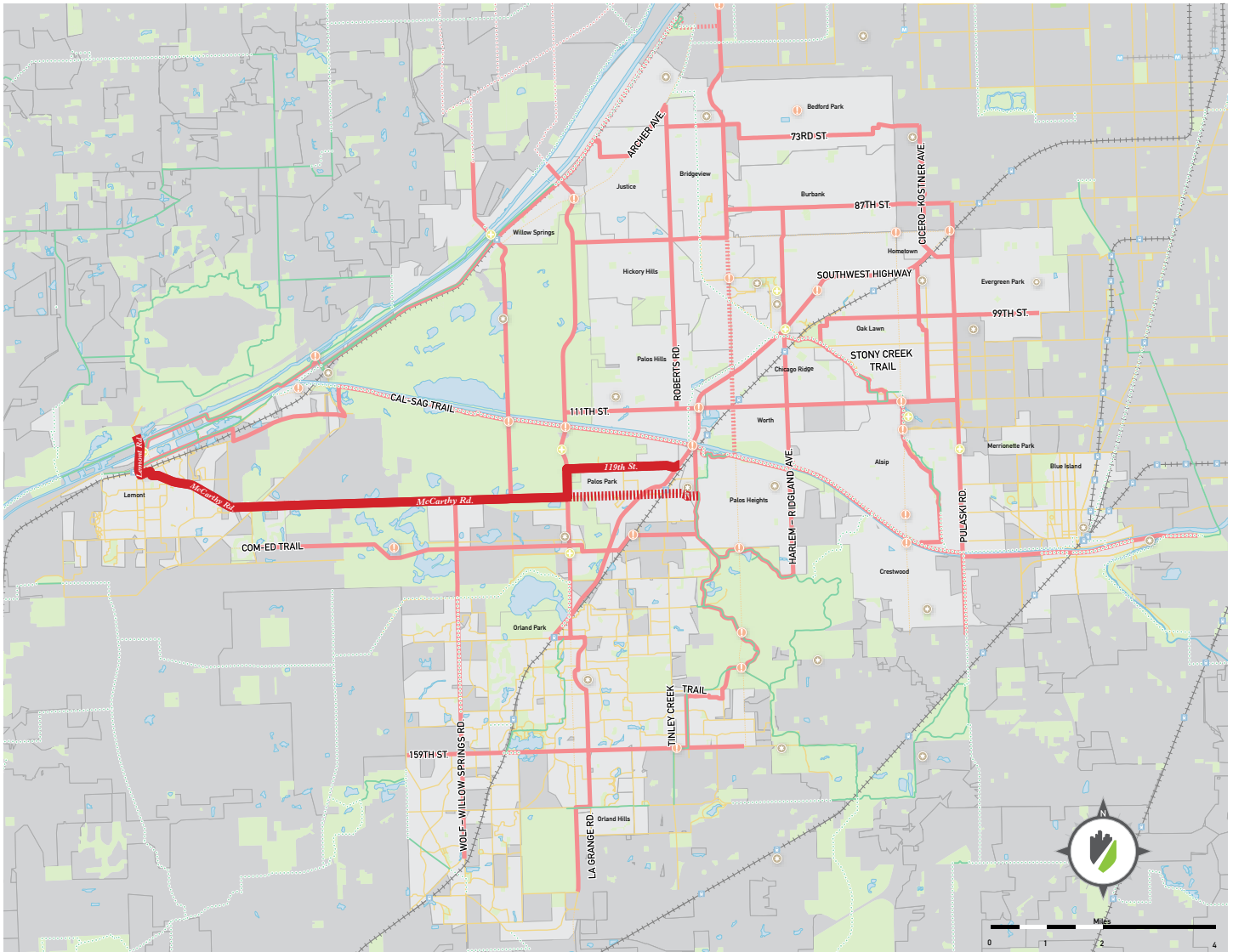
This corridor is a potentially appealing one because of its low ADT count (between 8,000 and 15,000) and road typology (a single lane in each direction with no on-street parking). Additionally, its presence would directly link downtown Lemont to downtown Palos Heights and the region's Metra line. Residents tend to agree with this, giving it a rating of 2.87, a "priority corridor" designation. In terms of linking to other destinations, the corridor is fair to poor: It is in proximity to four regional destinations, including Palos Community Hospital as well as 33 parks, but makes a connection to only three public transit stops and just five schools.

In developing this route, topography will play a key role as the sight lines in many parts of this corridor are impeded by hills. Additionally, the constrained right of way along this route will present a significant challenge. The corridor will be a direct

route eastward from Lemont to La Grange Road, per suggestion from the Village of Palos Park, the corridor will then follow a trail Northeast to 119th Street, which will serve as the alternate alignment for the corridor from Hobart Street eastward to Cal-Sag Rd. and IL-83.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: McCarthy Road



Legend

SCM Corridor Planning Map

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Pulaski Road

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	8	-	-	Alsip, Chicago, Crestwood, Evergreen Park, Hometown, Midlothian, Oak Lawn, Robbins
How many SCM member municipalities involved?	5	23.81%	-	Alsip, Crestwood, Evergreen Park, Hometown, Oak Lawn
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	4.9 Miles	60.90%	-	
Percentage of new recommendation	3.2 Miles	39.10%	Partial	
Total corridor length	8.1 Miles	100.00%	-	
Resident survey rating	2.47	-	Low Priority	
Directness of proposed corridor	-	-	Good	Direct route with no alignment changes
Regional destinations in proximity	1	-	Fair	St. Xavier University
Trail networks in proximity	2	-	Fair	Stony Creek Trail, Cal-Sag Trail
Connections to public transit - CTA, Metra, and Pace	13	-	Fair	Metra: 2 Stations Pace: 11 Routes
Connections to proposed corridors	5	-	Good	Cal-Sag Trail, 87th Street, Southwest Highway, 99th St., 111th St.
Schools in proximity	23	-	Good	
Parks in proximity	13	-	Fair	
Network barriers in proximity	1	-	Good	Intersection of 87th St., Pulaski Rd., and Southwest Highway
Network assets in proximity	1	-	Fair	Pulaski Road TIF District

Pulaski Road

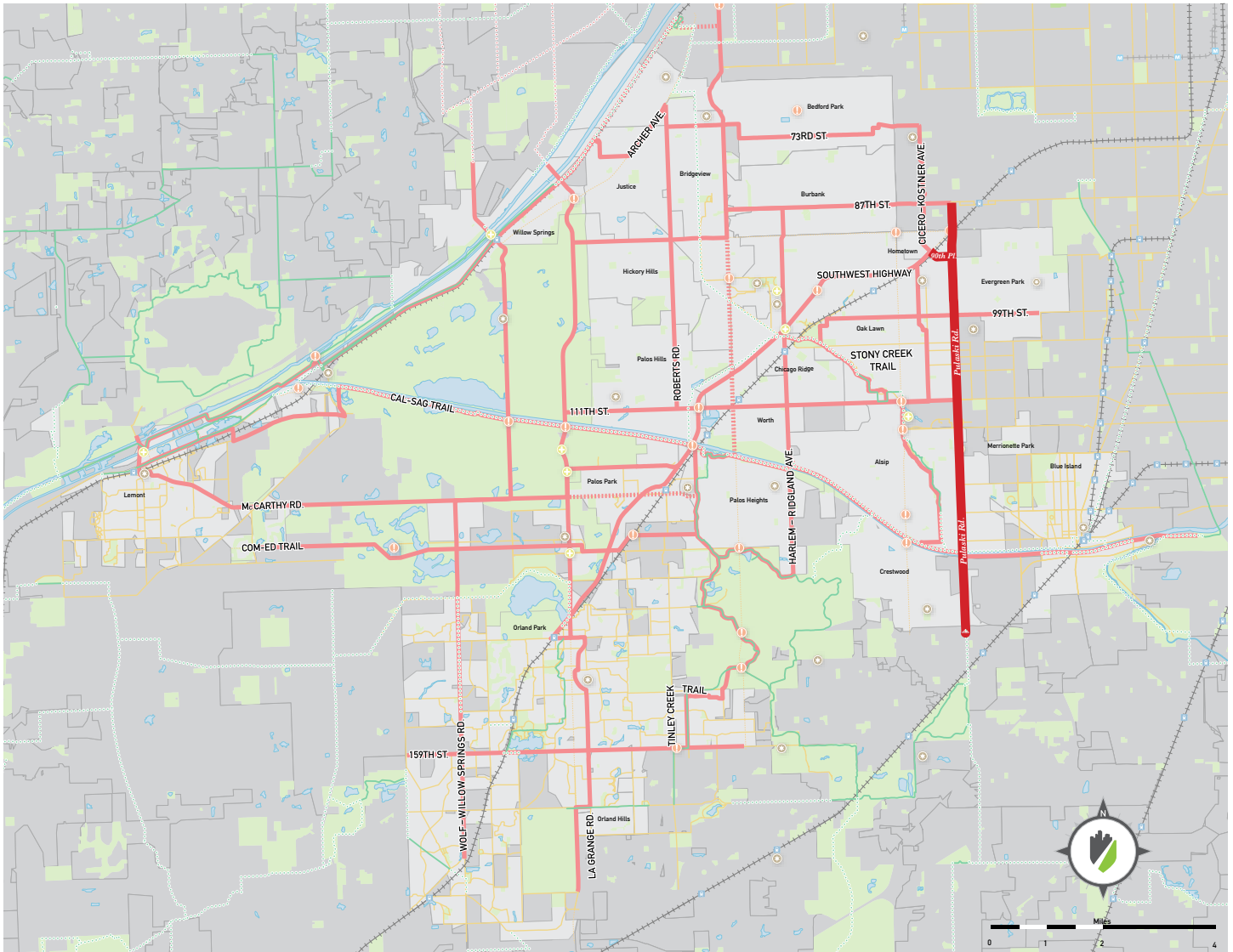
Pulaski Road is generally a four-lane road with a variable left-turn lane at key intersections, at times it has on-street parking, although this is not present along the entire length of the corridor. The road has a relatively high ADT count 23,000 to 30,000 vehicles. Despite the high traffic volume, the corridor is not a particularly strong one in terms of making connections. Pulaski Road runs through five SCM communities and is within a half-mile of just one regional destination. Additionally, the corridor receives fair marks in establishing connections with parks, linking public transit stops, and connecting to existing trails and nominated corridors. The Pulaski Road corridor excels in establishing connections to local schools. It is likely that the ineffectiveness of making connections coupled with the high traffic count resulted in a poor rating on the resident survey—just 2.47, poor enough to classify it as a “low priority” among the

community at large.

This corridor underwent a slight rerouting during the alternate alignments phase in order to avoid the one barrier identified by the steering committee: the intersection of Pulaski Road, 87th Street, and Southwest Highway. Instead, the corridor was routed onto a residential section of Kostner Avenue, where it connects to Southwest Highway and the 87th Street corridor further north.













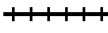


3.2 Corridor Snapshots

3.2.1 Corridor Maps: Pulaski Road



Legend

SCM Corridor Planning Map

- | | | | | | |
|---|---|---|---------------------|---|-----------------------|
|  | 2012 SCM Regional Network |  | Destinations |  | Metra Stations |
|  | 2012 SCM Regional Network Alternate Route |  | Network Barriers |  | CTA Stations |
|  | Municipal Bicycle Network |  | Network Assets |  | Parks and Open Spaces |
|  | Existing Trail Network |  | WCMC Regional Plan |  | Water |
|  | Rail Lines |  | CMAP Greenways Plan |  | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Roberts Road

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	4	-	-	Bridgeview, Hickory Hills, Justice, Palos Heights
How many SCM member municipalities involved?	4	19.05%	-	Bridgeview, Hickory Hills, Justice, Palos Heights
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	5.4 Miles	100%	-	
Percentage of new recommendation	0.0 Miles	0.00%	No	
Total corridor length	5.4 Miles	100.00%	-	
Resident survey rating	2.89	-	Priority	
Directness of proposed corridor	-	-	Good	Direct route with no alignment changes
Regional destinations in proximity	1	-	Poor	Bedford Industrial Corridor
Trail networks in proximity	0	-	Poor	
Connections to public transit - CTA, Metra, and Pace	10	-	Poor	Metra: No Stations Pace: 10 Routes
Connections to proposed corridors	4	-	Fair	73rd St., 87th St., 111th St., Archer Ave.
Schools in proximity	11	-	Fair	
Parks in proximity	13	-	Fair	
Network barriers in proximity	0	-	Good	
Network assets in proximity	0	-	Poor	

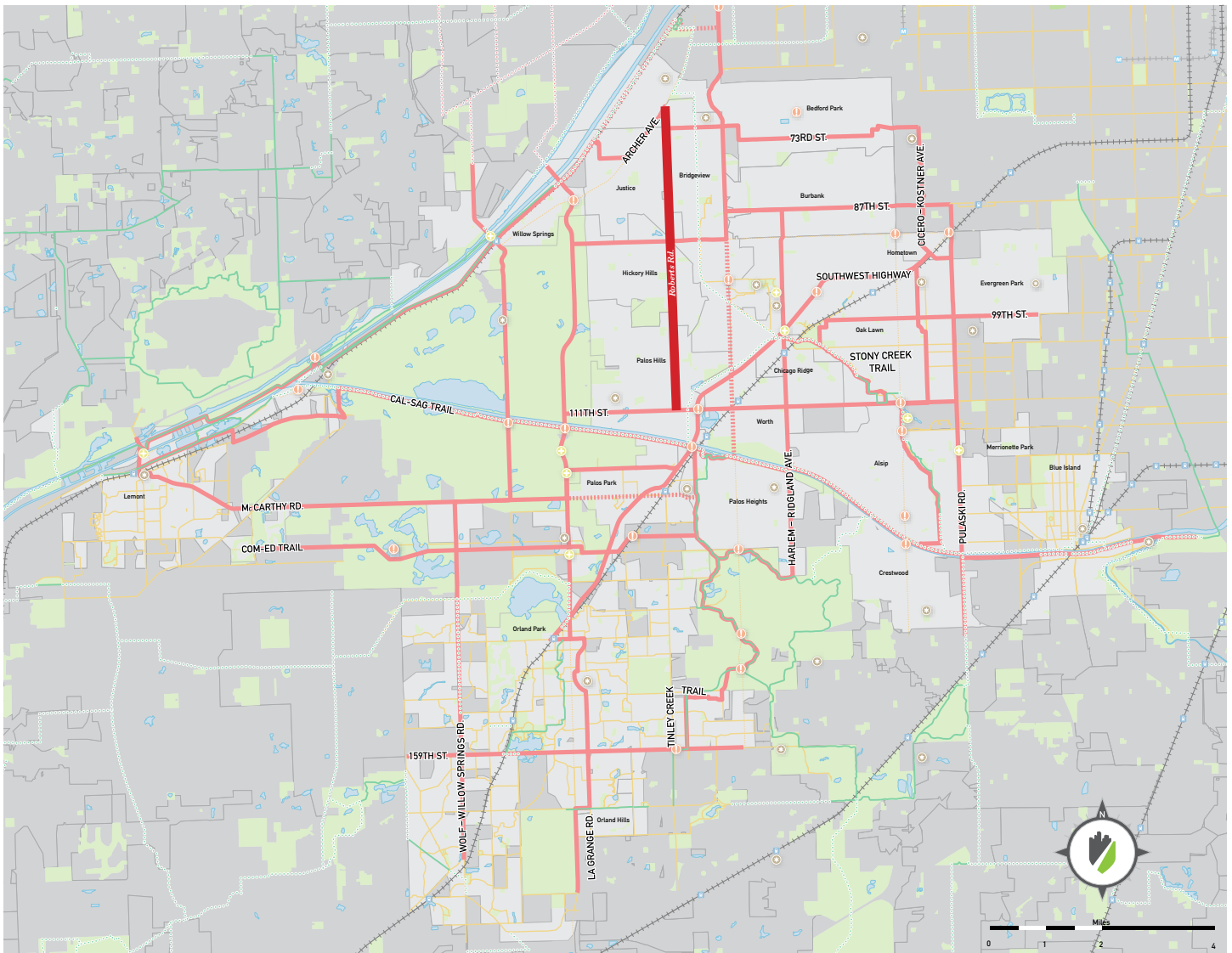
Roberts Road

Much like 111th Street, Roberts Road is a standard roadway for the region, with an ADT count of 25,000 on a four-lane arterial with variable turn lane with no on-street parking. This corridor will stretch from Archer Avenue in the north toward 111th Street in the south, but it is one of the shorter corridors nominated.

As a result, it does not have as much of an opportunity to create significant connections to priority destinations. Roberts Road is in proximity to one regional destination, 11 schools, 13 parks, and 10 transit stops. Despite this limited comparative connectivity, residents felt that this corridor was a priority for the network, giving it a rating of 2.89.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Roberts Road



Legend

	2012 SCM Regional Network		Destinations		Metra Stations
	2012 SCM Regional Network Alternate Route		Network Barriers		CTA Stations
	Municipal Bicycle Network		Network Assets		Parks and Open Spaces
	Existing Trail Network		WCMC Regional Plan		Water
	Rail Lines		CMAP Greenways Plan		SCM Communities

SCM Corridor Planning Map

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Stony Creek Trail

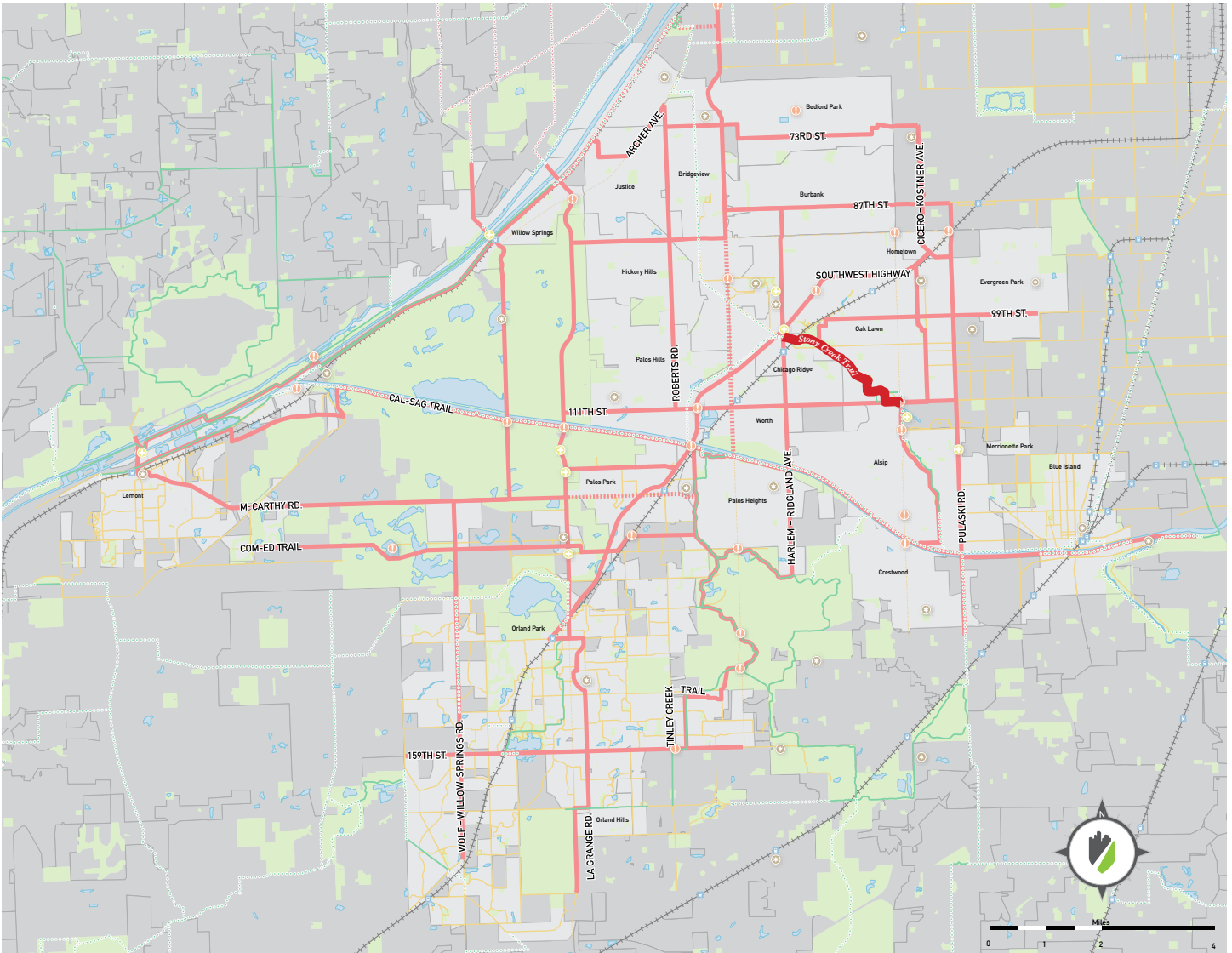
Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	4	-	-	Alsip, Chicago Ridge, Oak Lawn
How many SCM member municipalities involved?	3	14.29%	-	Alsip, Chicago Ridge, Oak Lawn
Percentage of corridor existing	1.3 Miles	46.43%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	1.5 Miles	53.57%	Partial	
Total corridor length	2.8 Miles	100.00%	-	
Resident survey rating	3.00	-	Priority	
Directness of proposed corridor	-	-	Fair	Indirect route with few facility changes
Regional destinations in proximity	0	-	Poor	
Trail networks in proximity	2	-	Fair	Stony Creek Trail, ComEd Greenway Trail
Connections to public transit - CTA, Metra, and Pace	5	-	Poor	Metra: 1 Station Pace: 4 Routes
Connections to proposed corridors	4	-	Fair	111th St., Harlem-Ridgeland Ave., Cicero-Kostner Ave., 99th St.
Schools in proximity	6	-	Poor	
Parks in proximity	11	-	Fair	
Network barriers in proximity	1	-	Fair	The intersection of 111th St. and Cicero Ave.
Network assets in proximity	2	-	Good	St. Casimir Connection, Southwest Highway Bridge

Stony Creek Trail

The Stony Creek Trail is a planned local route through Oak Lawn which will help to better connect several of the proposed routes by establishing a diagonal corridor through residential areas. This corridor is, by a wide margin, the shortest identified in this plan, at just over 2.8 miles in length. It is for this reason that the corridor returns only mediocre results in the proximity analysis, scoring a fair rating in most categories. This, however, does not diminish the need for this corridor, given the previous planning effort by Oak Lawn staff and its importance to a fully built-out regional network. The Stony Creek Trail corridor is unique because it takes advantage of the few remaining open space opportunities in these communities along Stony Creek to create an extended off street trail corridor. In total the trail will extend from Bridgeview to Alsip. The Stony Creek Trail corridor will be a diagonal route that links with the I & M Canal Trail via the Cal Sag trail.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Stony Creek Trail



Legend

SCM Corridor Planning Map

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Southwest Highway

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	8	-	-	Chicago Ridge, Hometown, Oak Lawn, Orland Park, Palos Heights, Palos Hills, Palos Park, Worth
How many SCM member municipalities involved?	8	38.10%	-	Chicago Ridge, Hometown, Oak Lawn, Orland Park, Palos Heights, Palos Hills, Palos Park, Worth
Percentage of corridor existing	0.0 Miles	0.00%	-	
Percentage of corridor programmed	0.6 Miles	5.55%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	10.2 Miles	94.44%	Partial	
Total corridor length	10.8 Miles	100.00%	-	
Resident survey rating	3.56	-	High Priority	
Directness of proposed corridor	-	-	Good	Direct route with no alignment changes
Regional destinations in proximity	3	-	Fair	Advocate Christ Medical Center, Chicago Ridge Mall, Downtown Oak Lawn
Trail networks in proximity	4	-	Good	Tinley Creek Trail, Cal-Sag Trail, Stony Creek Corridor Trail, Orland Park Bikeways
Connections to public transit - CTA, Metra, and Pace	18	-	Good	Metra: 6 Stations Pace: 12 Routes
Connections to proposed corridors	6	-	Good	111th St., Cal-Sat Trail, McCarthy Rd., ComEd Right-of-Way Trail, Harlem-Ridgeland Ave., La Grange Rd.
Schools in proximity	14	-	Fair	
Parks in proximity	29	-	Good	
Network barriers in proximity	5	-	Poor	The intersection of 87th St., Pulaski Rd., and the Southwest Highway, the intersection of 95th St. and the Southwest Highway, the intersection of 111th St. and the Southwest Highway, the intersection of 129th St. and the Metra lines, Southwest Highway River Bridge
Network assets in proximity	2	-	Good	Southwest Highway Bridge, Pedestrian Bridge over La Grange Rd.

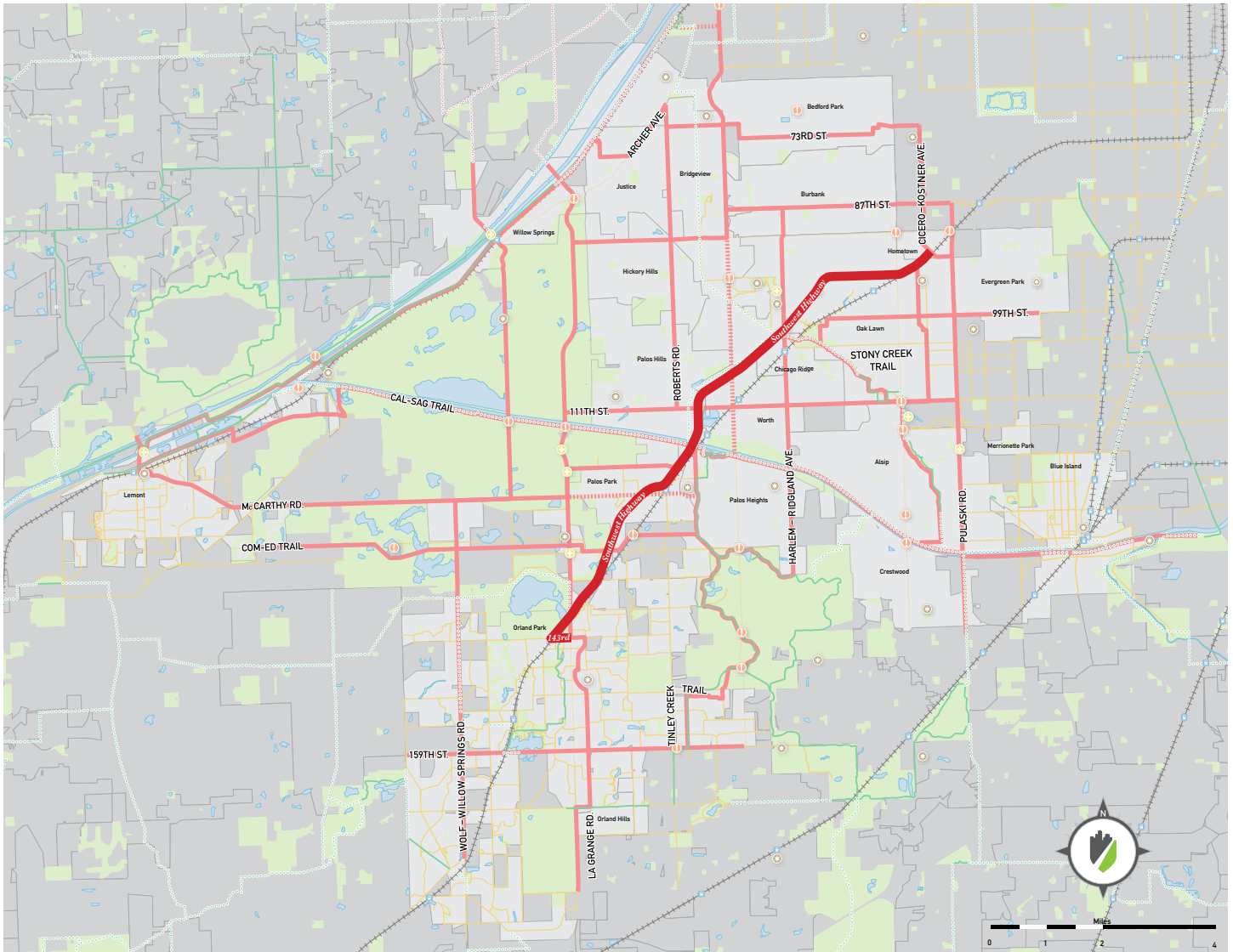
Southwest Highway

Of all of the nominated corridors, Southwest Highway is likely the most strategically placed to deliver a high degree of service throughout the region. It ranked as a high priority by the residents of the region, with a rating of 3.56 out of 4. As a long, diagonal corridor, it offers the opportunity to knit the proposed network together by intersecting seven proposed corridors and trails. Additionally, it provides excellent connectivity throughout the region by linking three regional destinations, 18 transit stops, 14 schools, and 29 parks. The transit component is especially important because the only major railroad line in the region runs parallel to the Southwest Highway. The road itself, however, is a busy one; it is a four-lane arterial with a variable turn lane and ADT count between 14,000 and 27,000. These figures are somewhat mitigated by the fact that much of the road is lined with on-street parking, which reduces vehicle speed.

The Southwest Highway alignment underwent a slight diversion in order to avoid the three-way intersection of 87th Street, Pulaski Road, and Southwest Highway. Still, there would be significant difficulties in implementing this, given the fact that the corridor is in proximity to five major network barriers.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Southwest Highway



Legend

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

SCM Corridor Planning Map

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Tinley Creek Trail

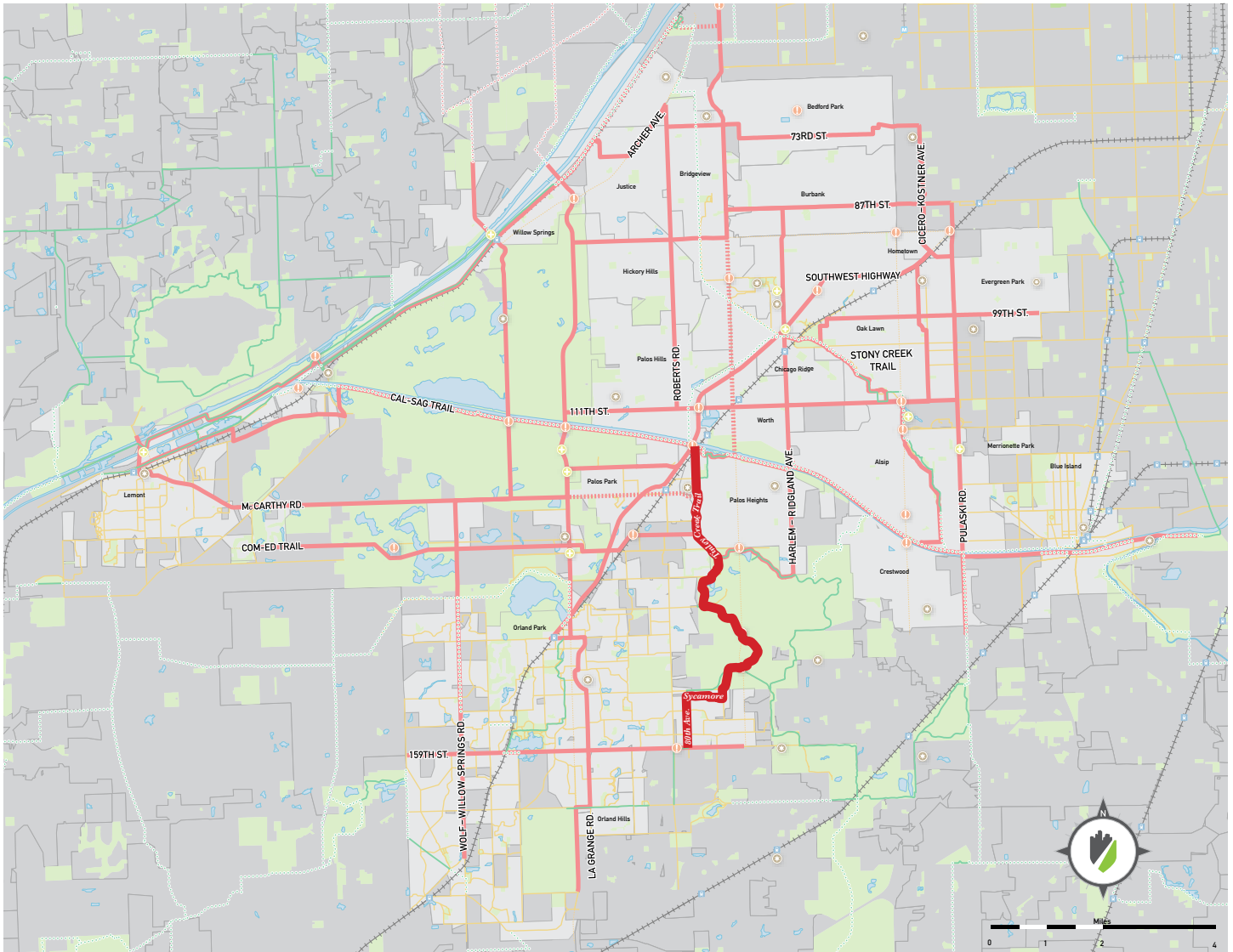
Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	3	-	-	Orland Park, Palos Heights, Tinley Park
How many SCM member municipalities involved?	2	9.52	-	Orland Park, Palos Heights
Percentage of corridor existing	6.6 Miles	87.73%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	0.0 Miles	0.00%	-	
Percentage of new recommendation	0.9 Miles	12.27%	Partial	
Total corridor length	7.5 Miles	100.00%	-	
Resident survey rating	2.88	-	Priority	
Directness of proposed corridor	-	-	Poor	Indirect route with multiple facility and alignment changes
Regional destinations in proximity	1	-	Poor	Palos Community Hospital
Trail networks in proximity	2	-	Fair	Cal-Sag Trail, Orland Park Bikeways
Connections to public transit - CTA, Metra, and Pace	3	-	Poor	Metra: 1 Station Pace: 2 Routes
Connections to proposed corridors	4	-	Fair	159th St., Cal-Sag Trail, ComEd Right-of-Way Trail, McCarthy Rd.
Schools in proximity	3	-	Poor	
Parks in proximity	24	-	Fair	Trail is surrounded by Forest Preserve
Network barriers in proximity	5	-	Poor	The crossing of the Tinley Creek Trail at Harlem Ave. near 131st St., the crossing of the Tinley Creek Trail at Harlem Ave. near 143rd St., the crossing of the Tinley Creek Trail at Harlem Ave. near Sundale Park, the crossing at the Southwest Highway Bridge, ComEd right of way
Network assets in proximity	0	-	Poor	

Tinley Creek Trail

The Tinley Creek Trail is unique among corridors in that it is a trail that is nearly built out, almost 90 percent of the corridor as identified is completed. It was not included in the nomination process but is relied upon to act as an alternate alignment for the southern section of the Harlem-Ridgeland Avenue corridor that was removed because of feasibility concerns. It was a bit surprising, then, that the trail did not receive a higher resident support—it received a rating of just 2.88. This is perhaps due in part to its lack of feasibility as a regular transportation corridor given the alignment’s poor directness as well as its lack of connectivity. This corridor rates as “poor” on most proximity analysis, except parks, which may be expected given the fact that this trail runs exclusively through a Cook County Forest Preserve.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Tinley Creek Trail



Legend

SCM Corridor Planning Map

- | | | | | | |
|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

3.2 Corridor Snapshots

3.2.1 Ratings Sheets: Wolf-Willow Springs Road

Corridor Information	Number	Percent	Rating	More Information
How many municipalities involved?	4	-	-	Hodgkins, Orland Park, Palos Park, Willow Springs
How many SCM member municipalities involved?	3	14.29%	-	Orland Park, Palos Park, Willow Springs
Percentage of corridor existing	1.1 Miles	8.25%	-	
Percentage of corridor programmed	0.0 Miles	0.00%	-	
Percentage of corridor planned	11.0 Miles	80.69%	-	
Percentage of new recommendation	1.5 Miles	11.06%	Partial	
Total corridor length	13.6 Miles	100.00%	-	
Resident survey rating	3.25	-	High Priority	
Directness of proposed corridor	-	-	Fair	Direct route with some alignment change
Regional destinations in proximity	1	-	Poor	Little Red School House
Trail networks in proximity	4	-	Good	Centennial Trail, Orland Park Bikeways, I & M Canal Trail, Cal-Sag Trail
Connections to public transit - CTA, Metra, and Pace	11	-	Fair	Metra: 1 Station Pace: 10 Routes
Connections to proposed corridors	5	-	Good	159th St., Cal-Sag Trail, Archer Ave., ComEd Right-of-Way Trail, McCarthy Rd.
Schools in proximity	5	-	Poor	
Parks in proximity	44	-	Good	
Network barriers in proximity	1	-	Fair	The intersection of 104th St. Corridor and the Cal-Sag Trail
Network assets in proximity	1	-	Fair	I & M Canal Bridge

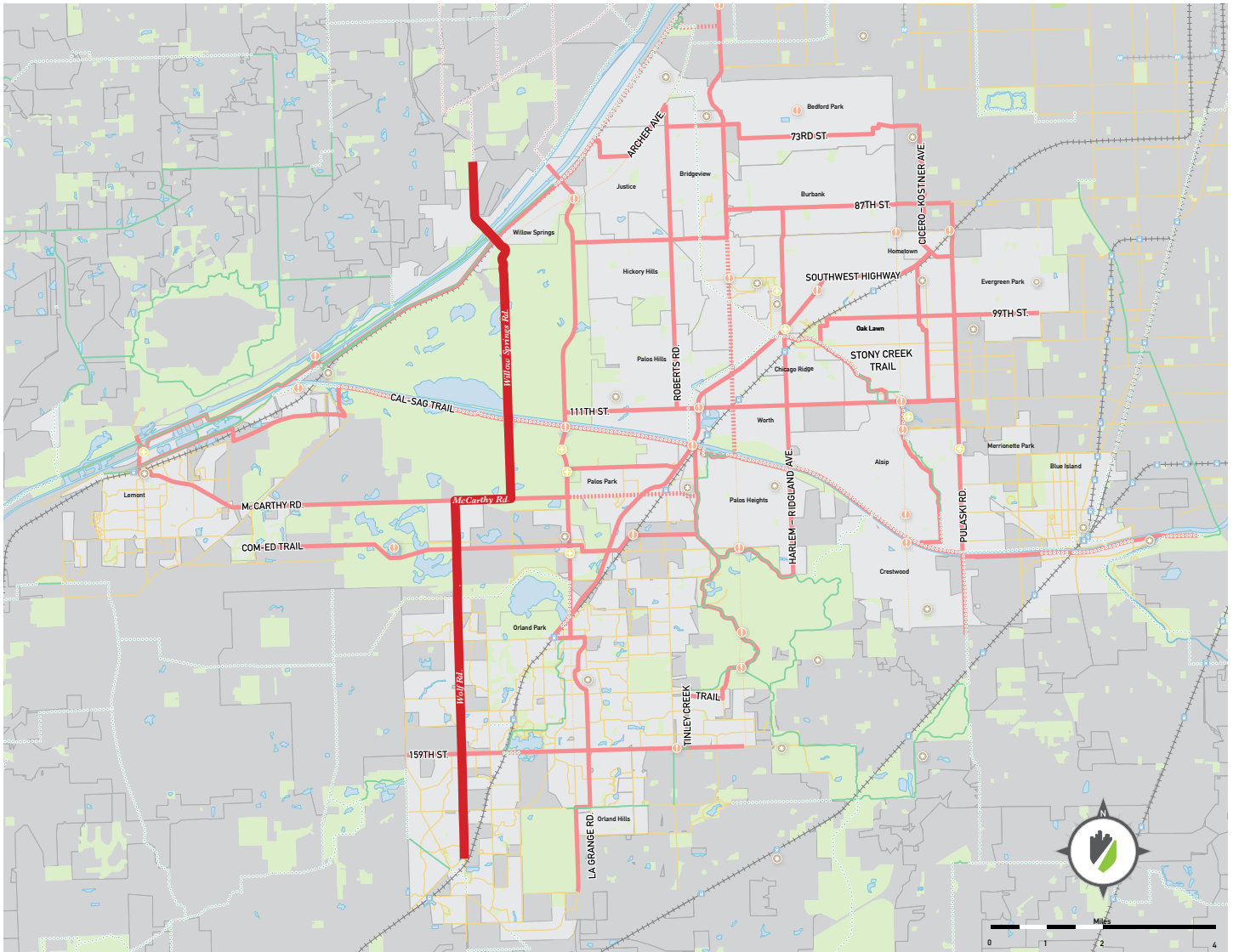
Wolf-Willow Springs Road

Wolf Road is likely the easiest road to retrofit for bicycling, the road has a low ADT and is strictly a two-lane road with enough room on the shoulders to accommodate a bicycle facility. In terms of making connections, however, Wolf Road is not the most efficient; the corridor runs through just three SCM communities, is in proximity to just one regional destination (the Little Red School House), and would service an average amount of public transit stops. On the other hand, it does link together 44 park facilities—the second-highest among all corridors. Also, the corridor ranked as a high priority in the resident survey, with a score of 3.25 out of 4, perhaps because it makes connections to four existing trails.

It terms of alignment changes, Wolf Road is presented as nominated by the steering committee. Given the relatively safe conditions of the road and the fact that there is just a single network proximity barrier to the corridor, a major realignment shift did not seem necessary.

3.2 Corridor Snapshots

3.2.1 Corridor Maps: Wolf-Willow Springs Road



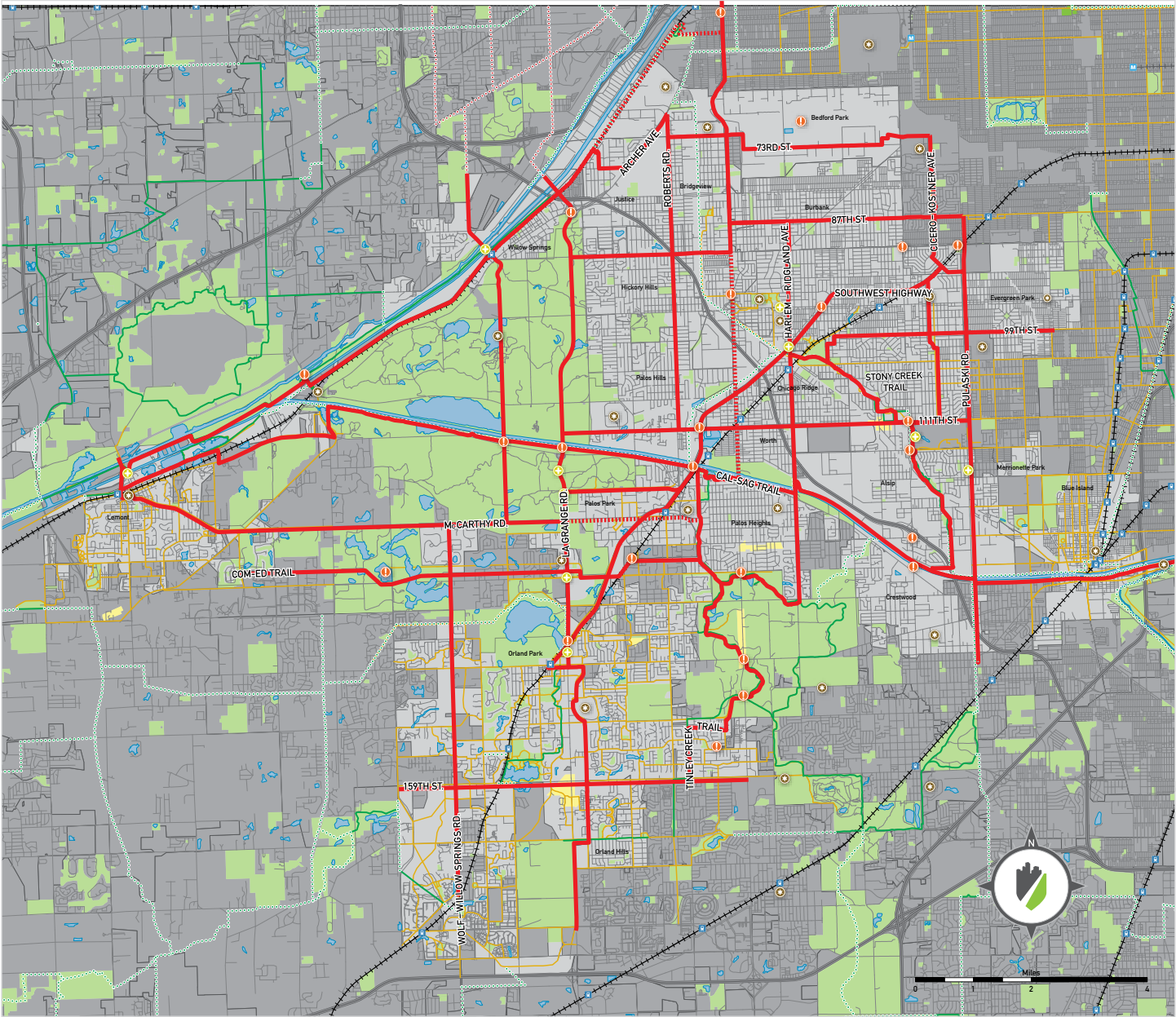
Legend

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|--|---|--|---------------------|--|-----------------------|
| | 2012 SCM Regional Network | | Destinations | | Metra Stations |
| | 2012 SCM Regional Network Alternate Route | | Network Barriers | | CTA Stations |
| | Municipal Bicycle Network | | Network Assets | | Parks and Open Spaces |
| | Existing Trail Network | | WCMC Regional Plan | | Water |
| | Rail Lines | | CMAP Greenways Plan | | SCM Communities |

SCM Corridor Planning Map

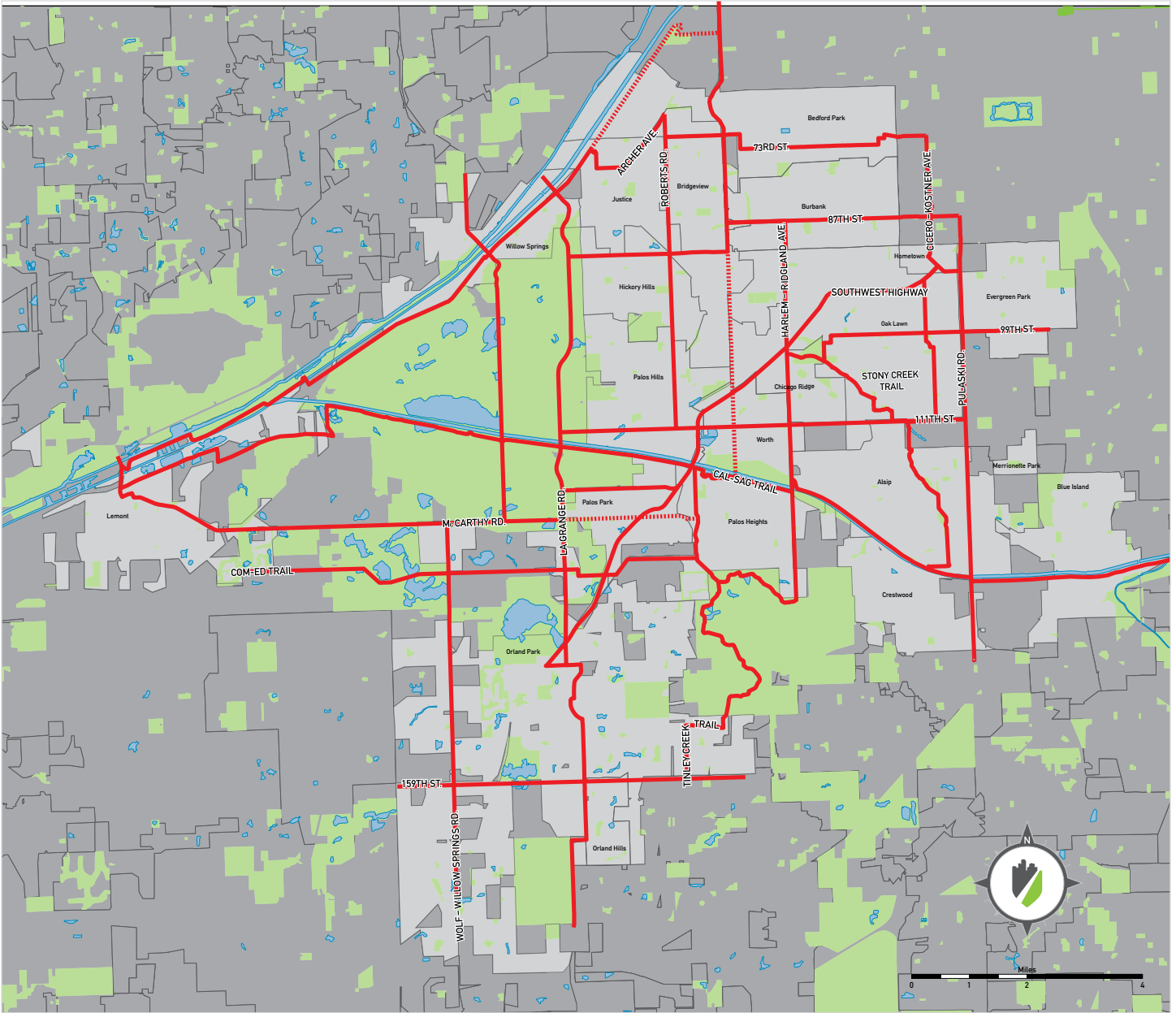
3.3 Municipal Snapshots

3.2.2 SCM 2012 Bike Plan Maps

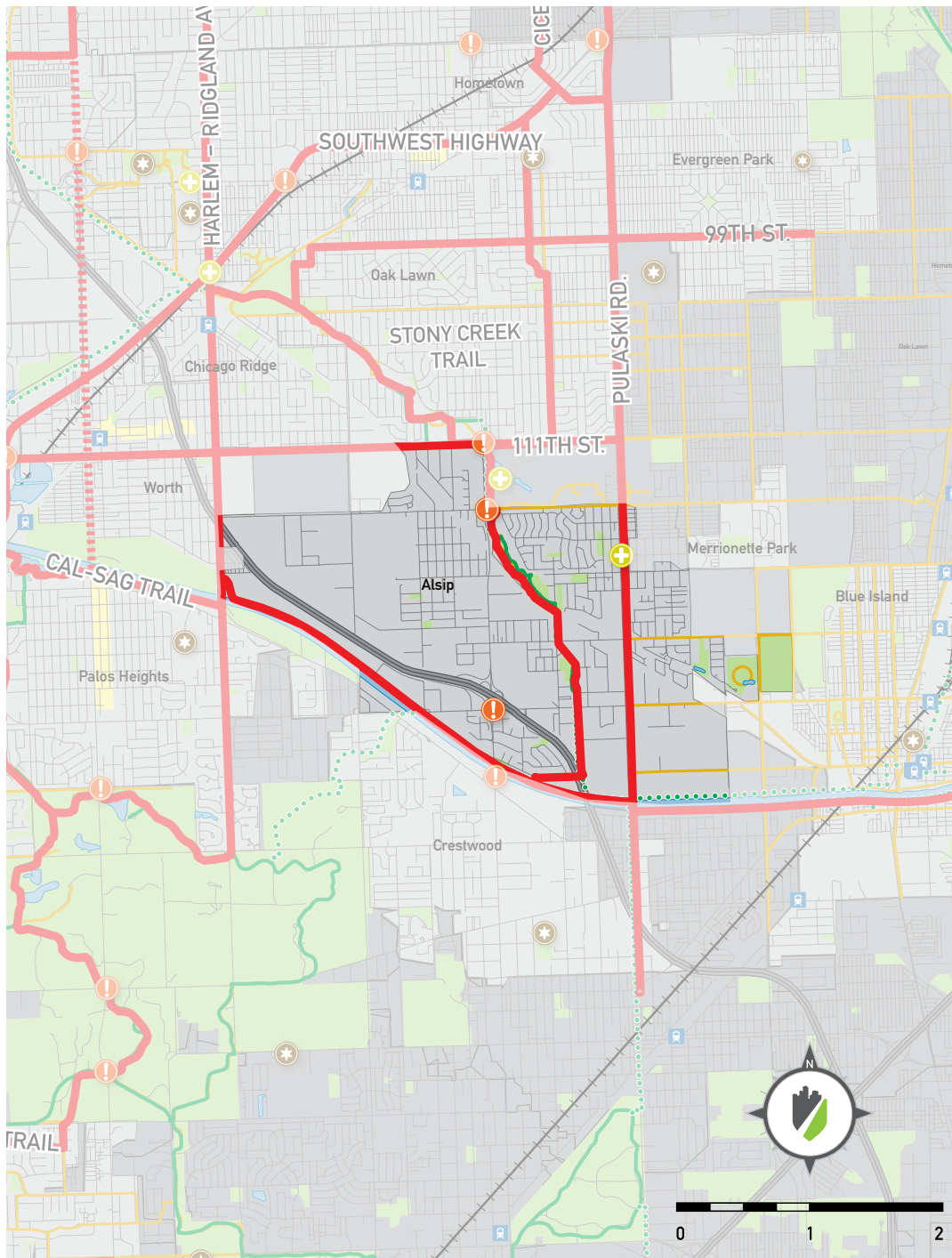


The above map is a thumbnail of the "SCM Bike Plan 2012".

3.3 Municipal Snapshots



The Southwest Conference of Mayor's bicycling corridors highlighted in this plan.



SCM Corridor Planning Map

Legend

- 2012 SCM Regional Network
- 2012 SCM Regional Network Alt. Route
- Municipal Bicycle Network
- Existing Trail Network
- Rail Lines
- WCMC Regional Plan
- CMAP Greenways Plan
- Destinations
- Network Barriers
- Network Assets
- Metra Stations
- CTA Stations
- Parks and Open Spaces
- Water
- SCM Communities

CAL-SAG TRAIL
Tier One Corridor

Partner agencies: Blue Island, Burnham, Calumet Park, Chicago, Crestwood, Dolton, Lemont, Palos Heights, Palos Hills, Palos Park, Riverdale, Robbins, Worth

CICERO AVENUE
Tier Two Corridor

Partner agencies: Chicago, Crestwood, Oak Lawn

STONY CREEK TRAIL
Tier Two Corridor
















Partner agencies: Chicago Ridge, Oak Lawn

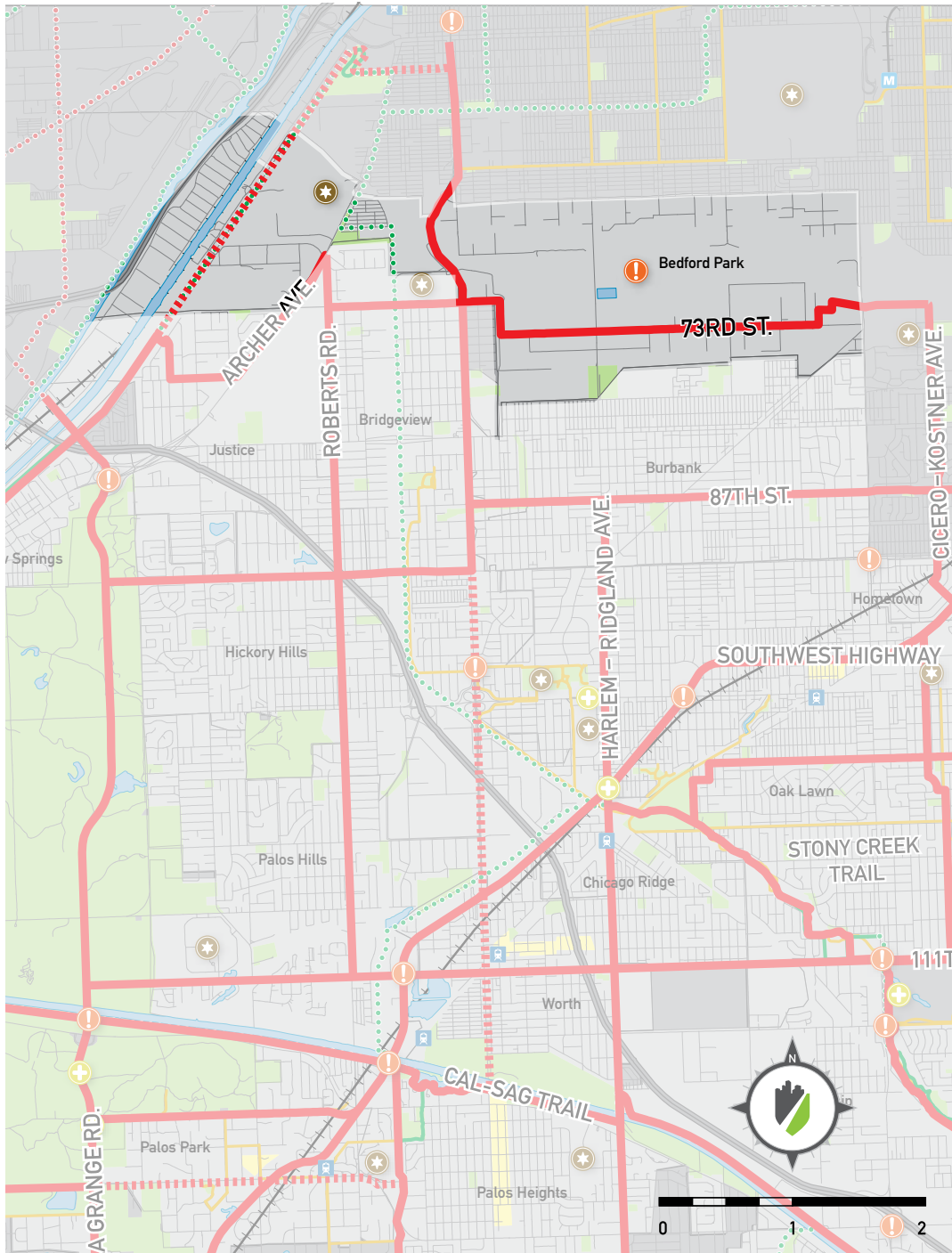
PULASKI ROAD
Tier Three Corridor

Partner agencies: Chicago, Crestwood, Evergreen Park, Midlothian, Oak Lawn, Robbins

SCM Corridor Planning Map

Legend

-  2012 SCM Regional Network
-  2012 SCM Regional Network Alt. Route
-  Municipal Bicycle Network
-  Existing Trail Network
-  Rail Lines
-  WCMC Regional Plan
-  CMAP Greenways Plan
-  Destinations
-  Network Barriers
-  Network Assets
-  Metra Stations
-  CTA Stations
-  Parks and Open Spaces
-  Water
-  SCM Communities



ARCHER AVENUE
Tier One Corridor

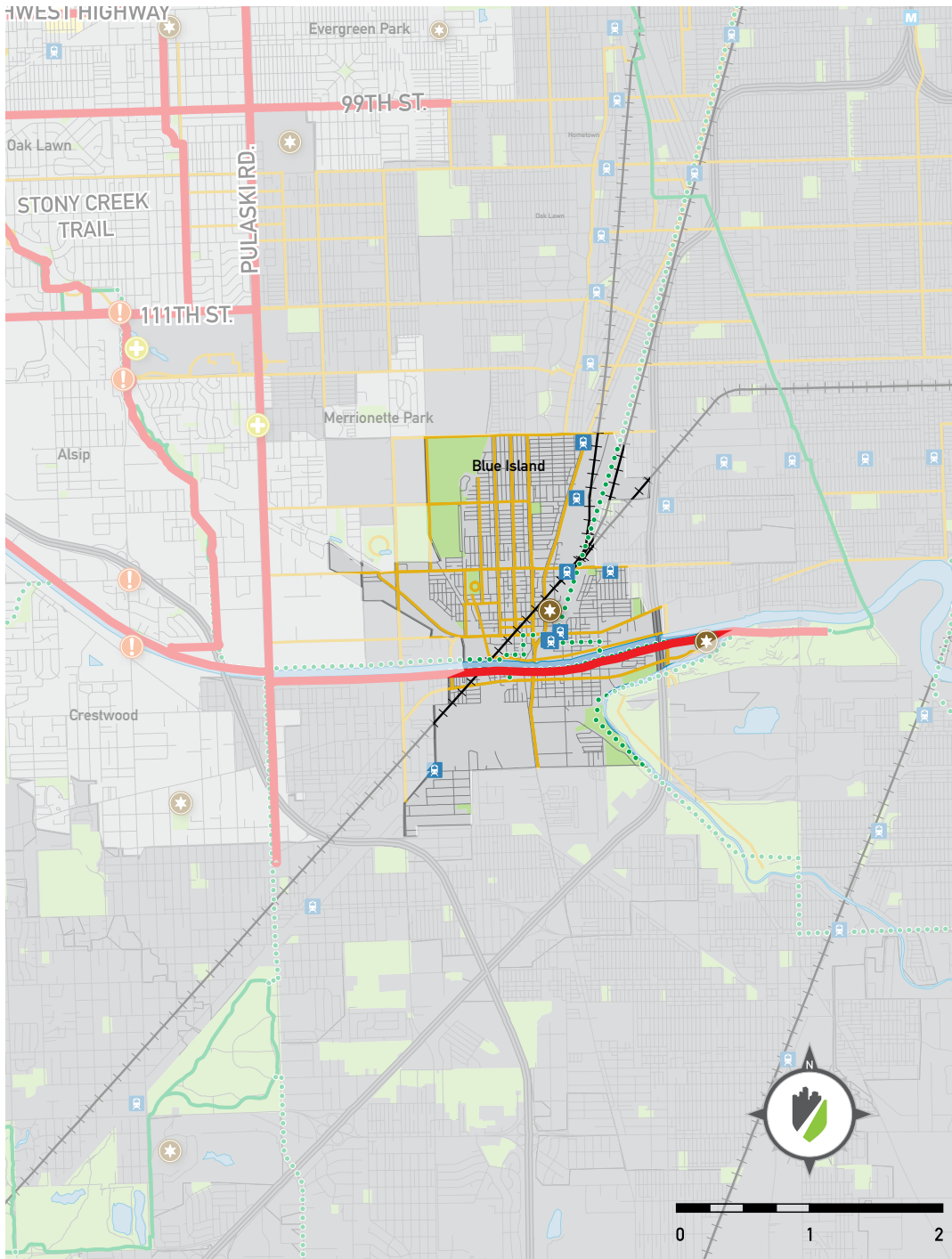
Partner agencies: Bridgeview, Justice, Lemont, Willow Springs

HARLEM-RIDGELAND AVENUES
Tier Three Corridor

Partner agencies: Bridgeview, Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit, Worth

73RD STREET
Tier Three Corridor

Partner agencies: Bedford Park, Bridgeview, Chicago



SCM Corridor Planning Map

Legend
















- 2012 SCM Regional Network
- 2012 SCM Regional Network Alt. Route
- Municipal Bicycle Network
- Existing Trail Network
- Rail Lines
- WCMC Regional Plan
- CMAP Greenways Plan
- Destinations
- Network Barriers
- Network Assets
- Metra Stations
- CTA Stations
- Parks and Open Spaces
- Water
- SCM Communities

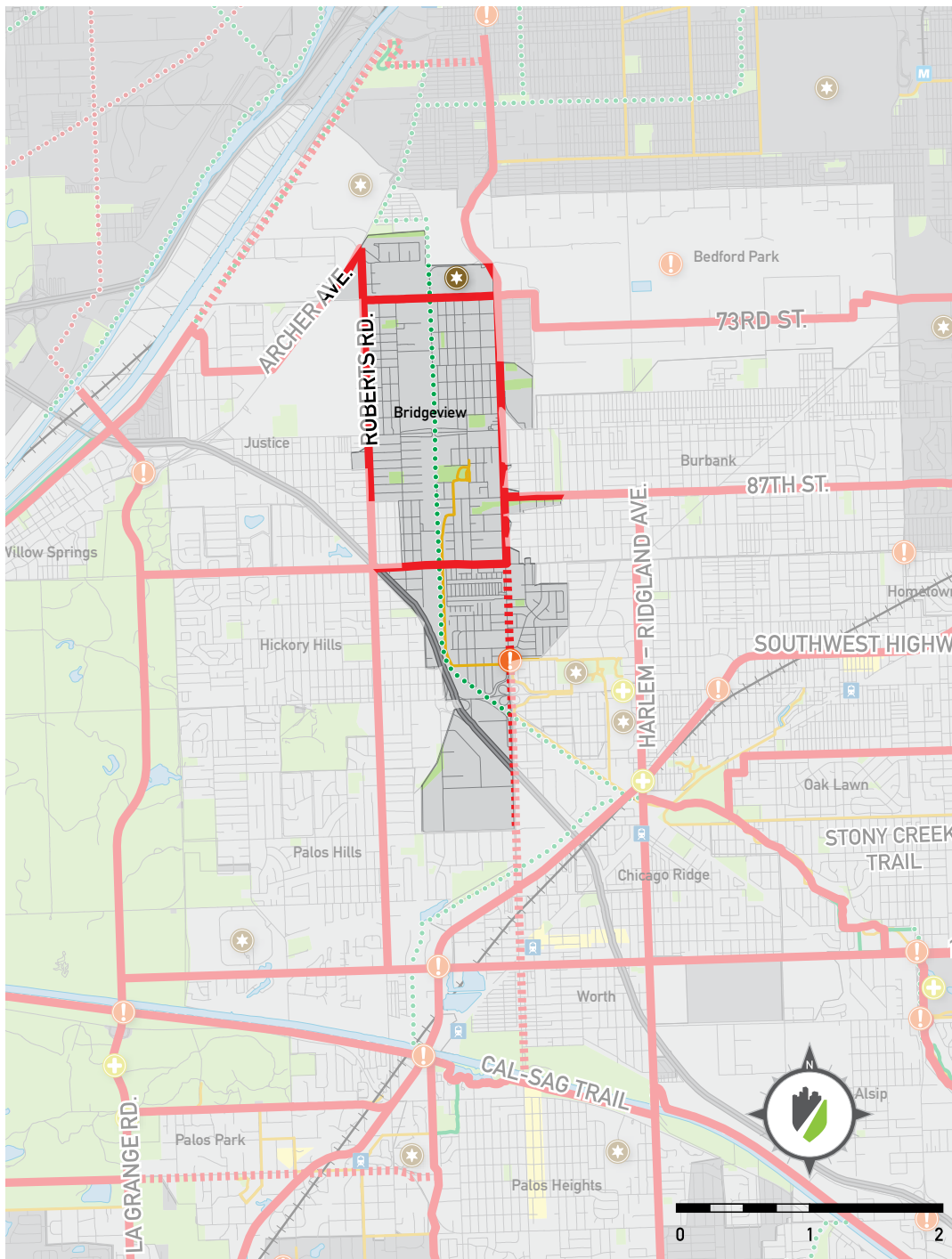
CAL-SAG TRAIL Tier One Corridor

Partner agencies: Alsip, Burnham, Calumet Park, Chicago, Crestwood, Dolton, Lemont, Palos Heights, Palos Hills, Palos Park, Riverdale, Robbins, Worth

SCM Corridor Planning Map

Legend

-  2012 SCM Regional Network
-  2012 SCM Regional Network Alt. Route
-  Municipal Bicycle Network
-  Existing Trail Network
-  Rail Lines
-  WCMC Regional Plan
-  CMAP Greenways Plan
-  Destinations
-  Network Barriers
-  Network Assets
-  Metra Stations
-  CTA Stations
-  Parks and Open Spaces
-  Water
-  SCM Communities



ARCHER AVENUE

Tier One Corridor

Partner agencies: Bedford Park, Justice, Lemont, Willow Springs

87TH STREET

Tier Two Corridor

Partner agencies: Burbank, Chicago, Hickory Hills, Justice, Oak Lawn, Willow Springs

ROBERTS ROAD

Tier Two Corridor

Partner agencies: Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit, Worth
















HARLEM-RIDGELAND AVENUE

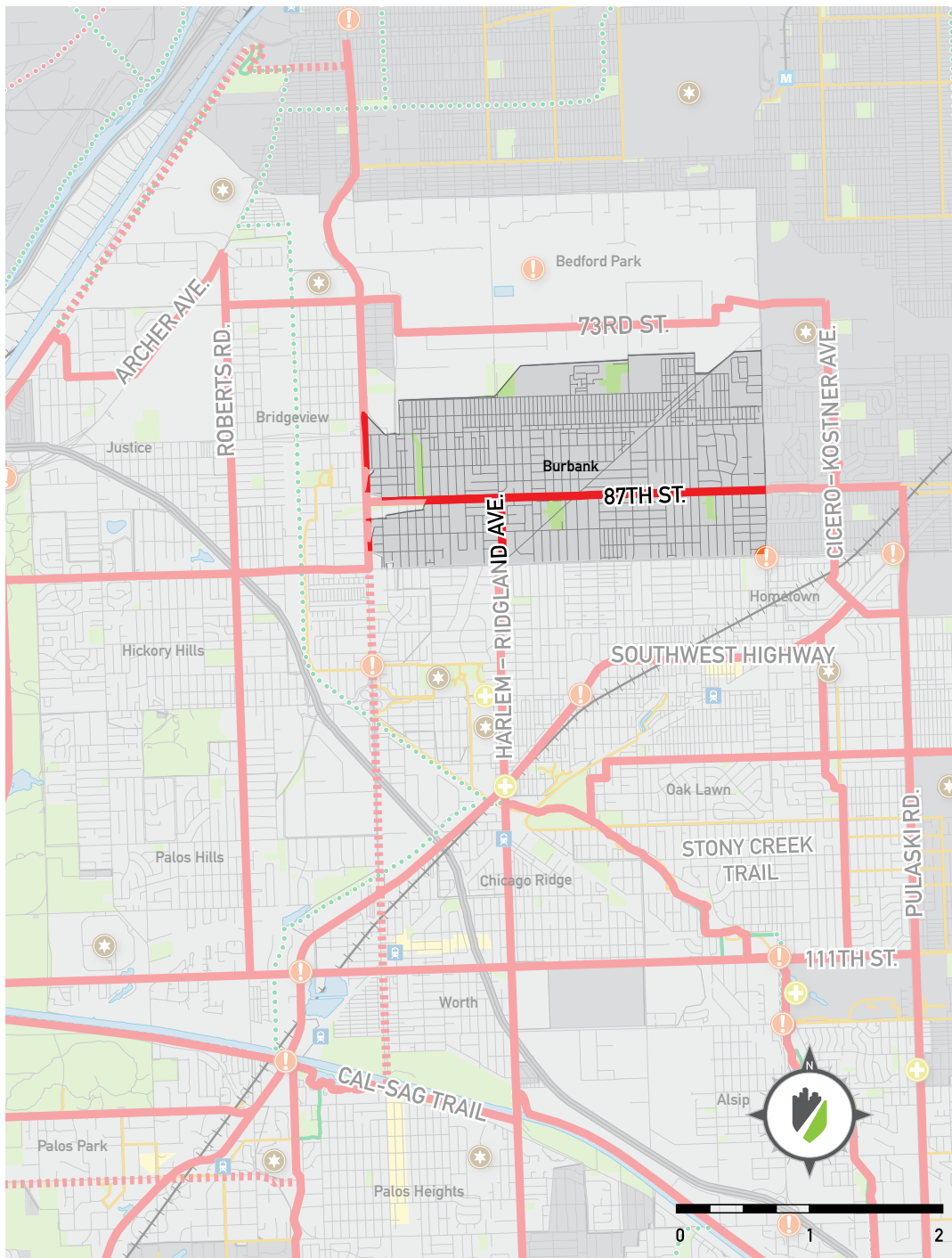
Tier Three Corridor

Partner agencies: Bedford Park, Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit, Worth

SCM Corridor Planning Map

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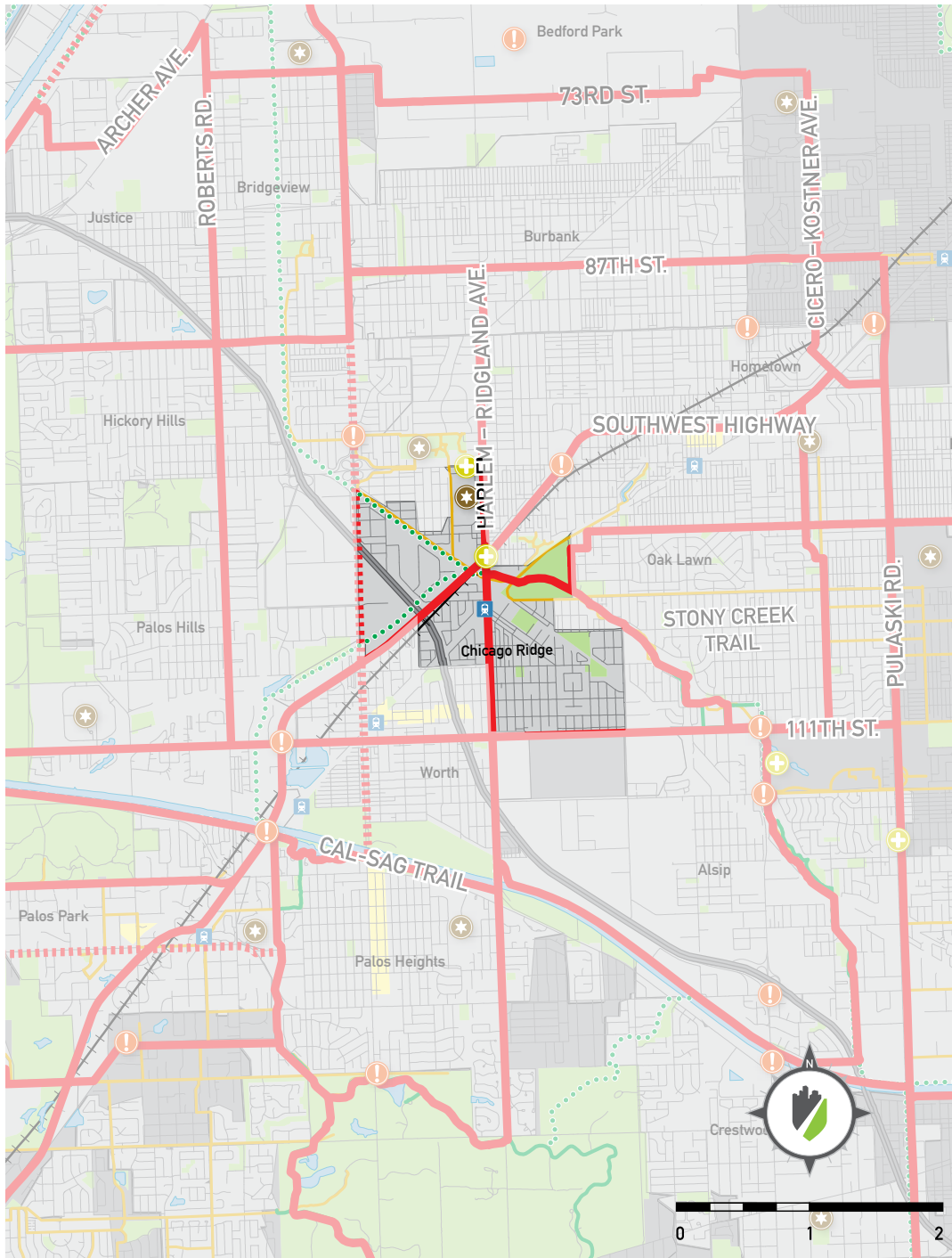


87TH STREET *Tier One Corridor*

Partner agencies: Bridgeview, Chicago, Hickory Hills, Justice, Oak Lawn, Willow Springs

HARLEM-RIDGELAND AVENUE *Tier One Corridor*

Partner agencies: Bedford Park, Bridgeview, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit, Worth



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- Water
- SCM Communities

SOUTHWEST HIGHWAY

Tier One Corridor

Partner agencies: Hometown, Oak Lawn, Orland Park, Palos Heights, Palos Hills, Palos Park, Worth

STONY CREEK TRAIL

Tier Two Corridor

Partner agencies: Alsip, Oak Lawn

HARLEM-RIDGELAND AVENUE

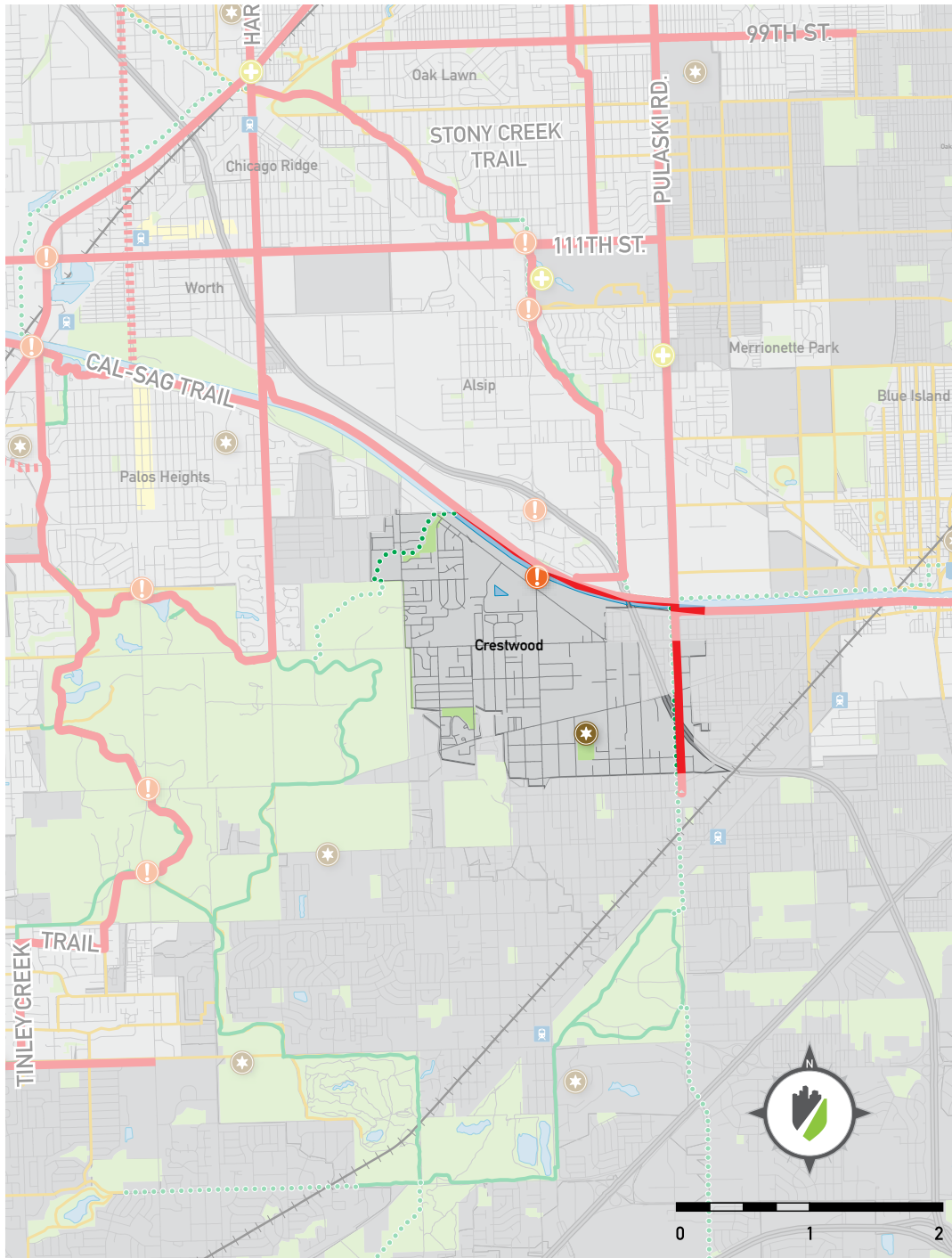
Tier Three Corridor

Partner agencies: Bedford Park, Bridgeview, Burbank, Chicago, Oak Lawn, Orland Park, Palos Heights, Summit, Worth

99TH STREET

Tier Three Corridor

Partner agencies: Chicago, Chicago Ridge, Evergreen Park, Oak Lawn



SCM Corridor Planning Map

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- Network Assets
- Metra Stations
- CTA Stations
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- Water
- SCM Communities

CAL-SAG TRAIL *Tier One Corridor*
















Partner agencies: Blue Island, Burnham, Calumet Park, Chicago, Dolton, Lemont, Palos Heights, Palos Hills, Palos Park, Riverdale, Robbins, Worth

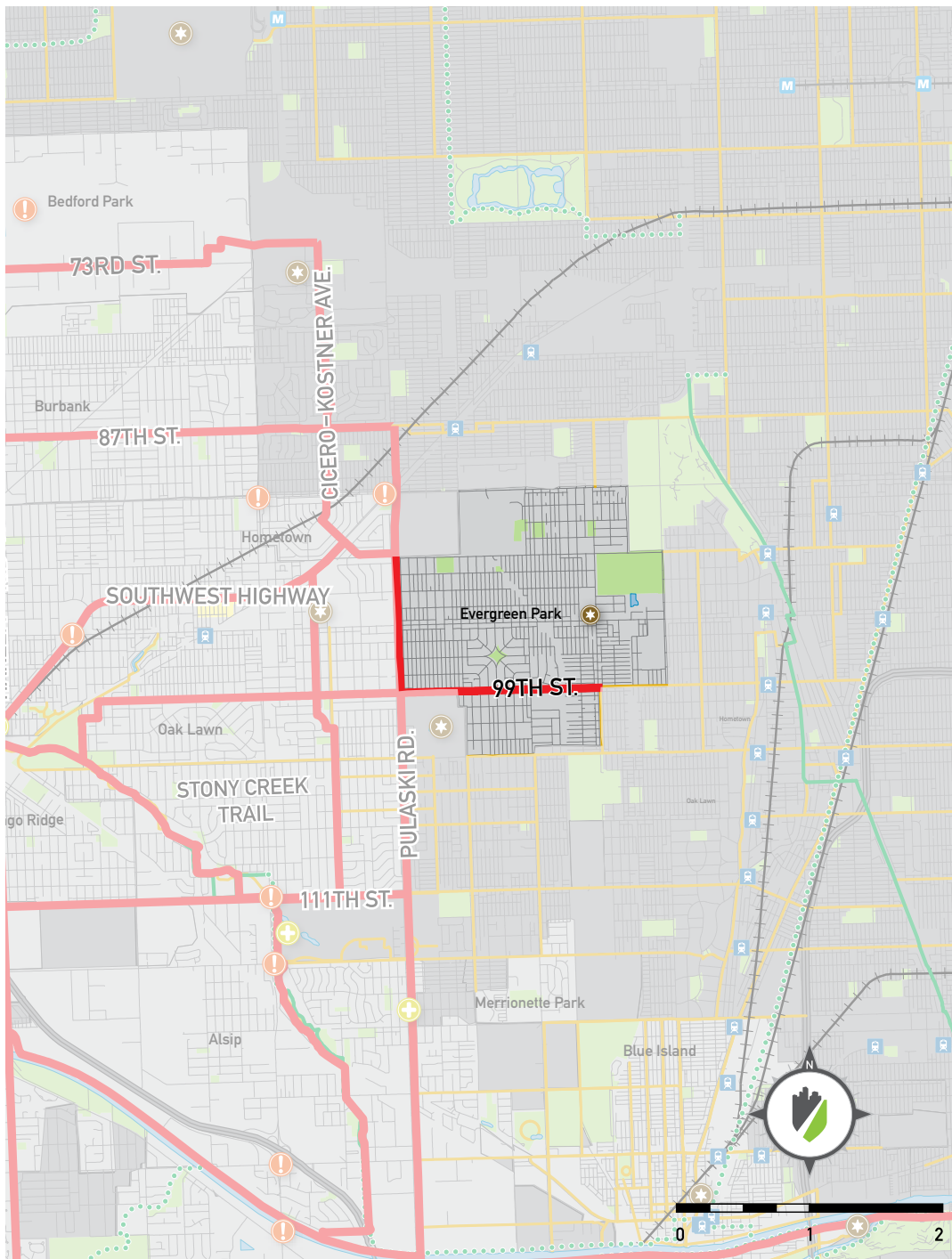
PULASKI ROAD *Tier Three Corridor*

Partner agencies: Alsip, Chicago, Evergreen Park, Homewood, Midlothian, Oak Lawn, Robbins

SCM Corridor Planning Map

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-  CTA Stations
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-  Water
-  SCM Communities



PULASKI ROAD *Tier Three Corridor*
















Partner agencies: Alsip, Chicago, Crestwood, Midlothian, Oak Lawn, Robbins

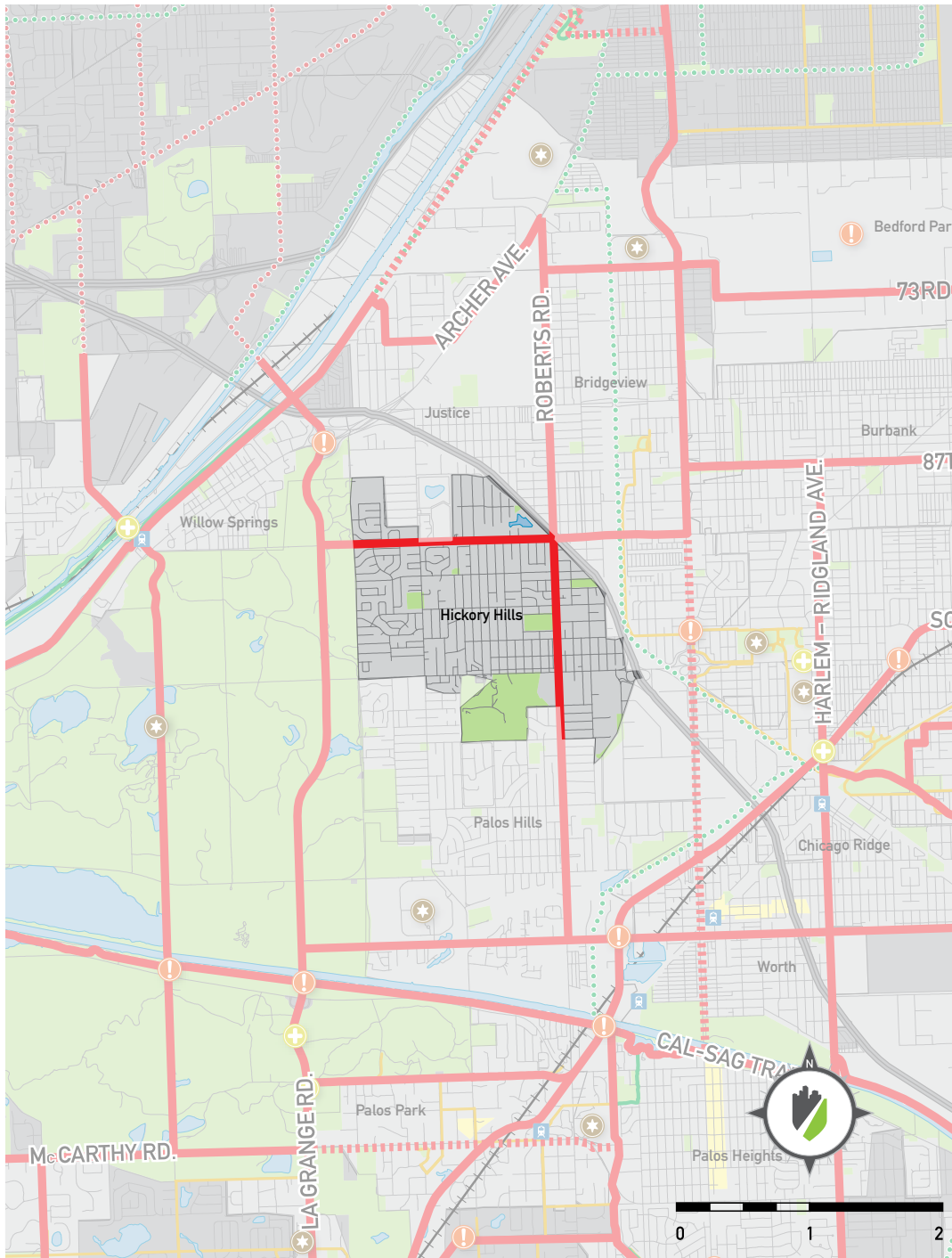
99TH STREET *Tier Three Corridor*

Partner agencies: Chicago, Chicago Ridge, Evergreen Park, Oak Lawn

SCM Corridor Planning Map

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-  SCM Communities



87TH STREET
Tier Two Corridor
















Partner agencies: Bridgeview, Burbank, Chicago, Justice, Oak Lawn, Willow Springs

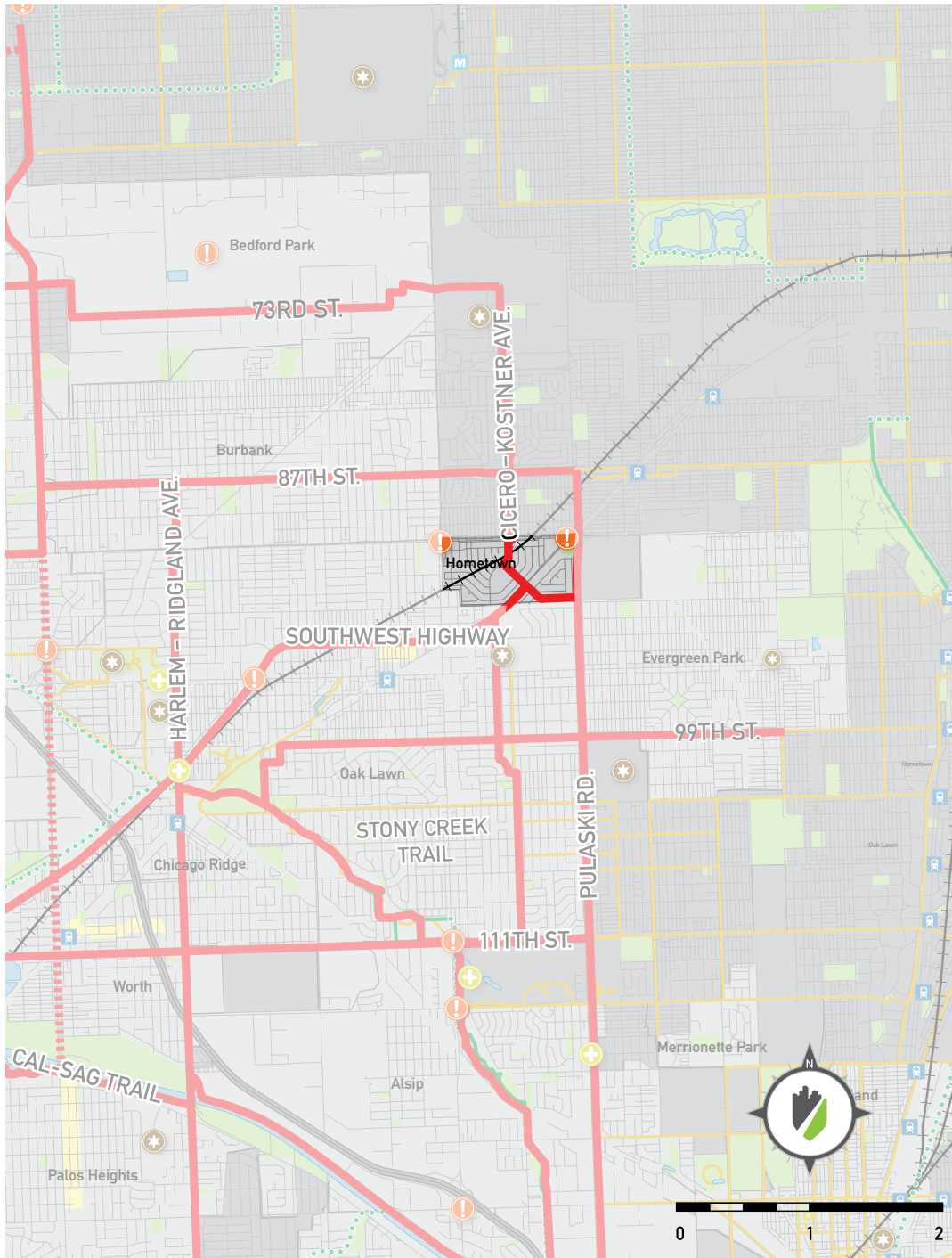
ROBERTS ROAD
Tier Two Corridor

Partner agencies: Bridgeview, Justice, Palos Heights

SCM Corridor Planning Map

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SOUTHWEST HIGHWAY

Tier One Corridor

Partner agencies: Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Palos Hills, Palos Park, Worth

CICERO AVENUE

Tier One Corridor

Partner agencies: Alsip, Chicago, Crestwood
















PULASKI ROAD

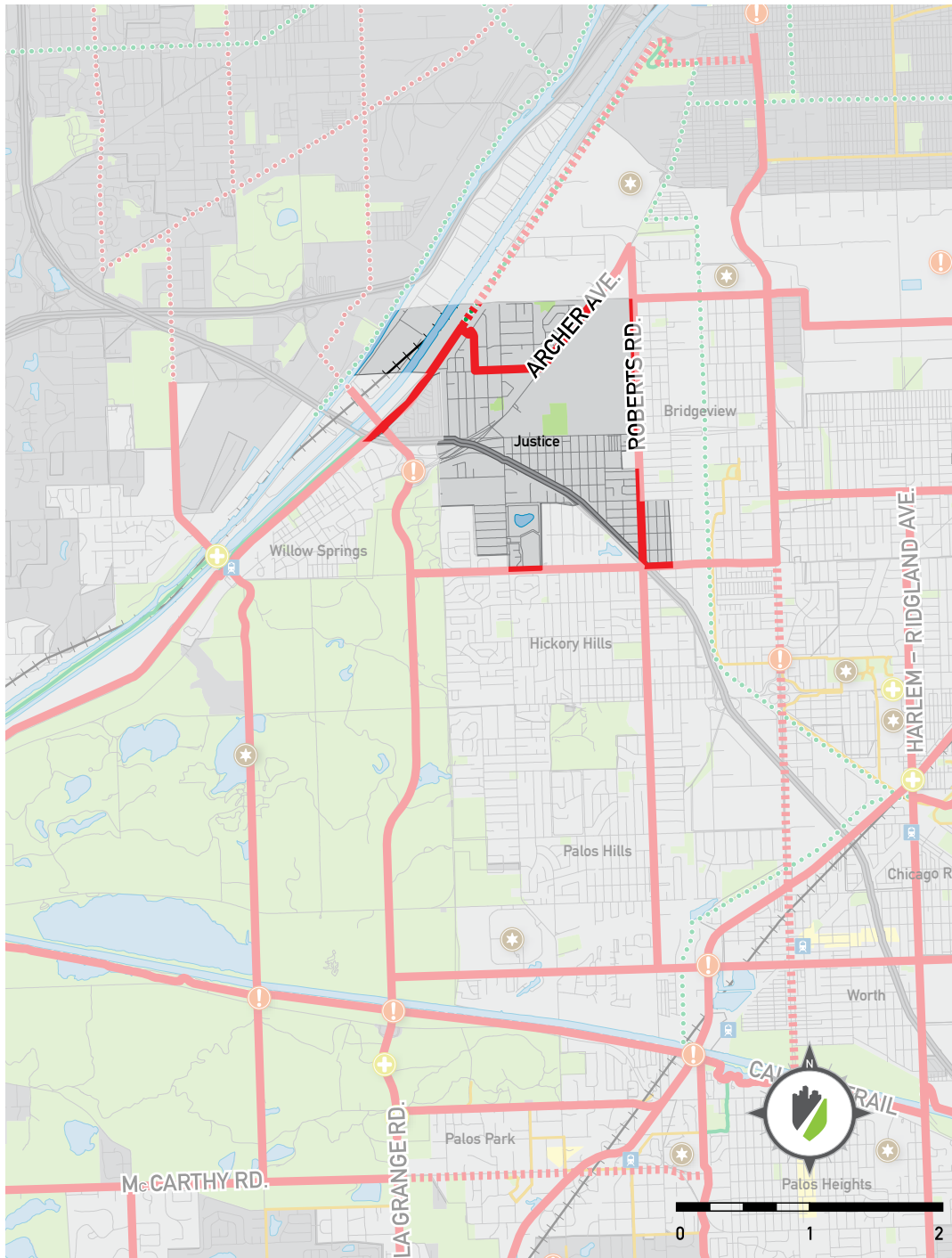
Tier Three Corridor

Partner agencies: Alsip, Chicago, Crestwood, Evergreen Park, Midlothian, Oak Lawn, Robbins

SCM Corridor Planning Map

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ARCHER AVENUE
Tier One Corridor

Partner agencies: Bedford Park, Bridgeview, Lemont, Willow Springs

ROBERTS ROAD
Tier Two Corridor

Partner agencies: Bridgeview, Hickory Hills, Palos Heights

LA GRANGE ROAD
Tier Three Corridor
















Partner agencies: Orland Hills, Orland Park, Palos Park, Tinley Park, Willow Springs

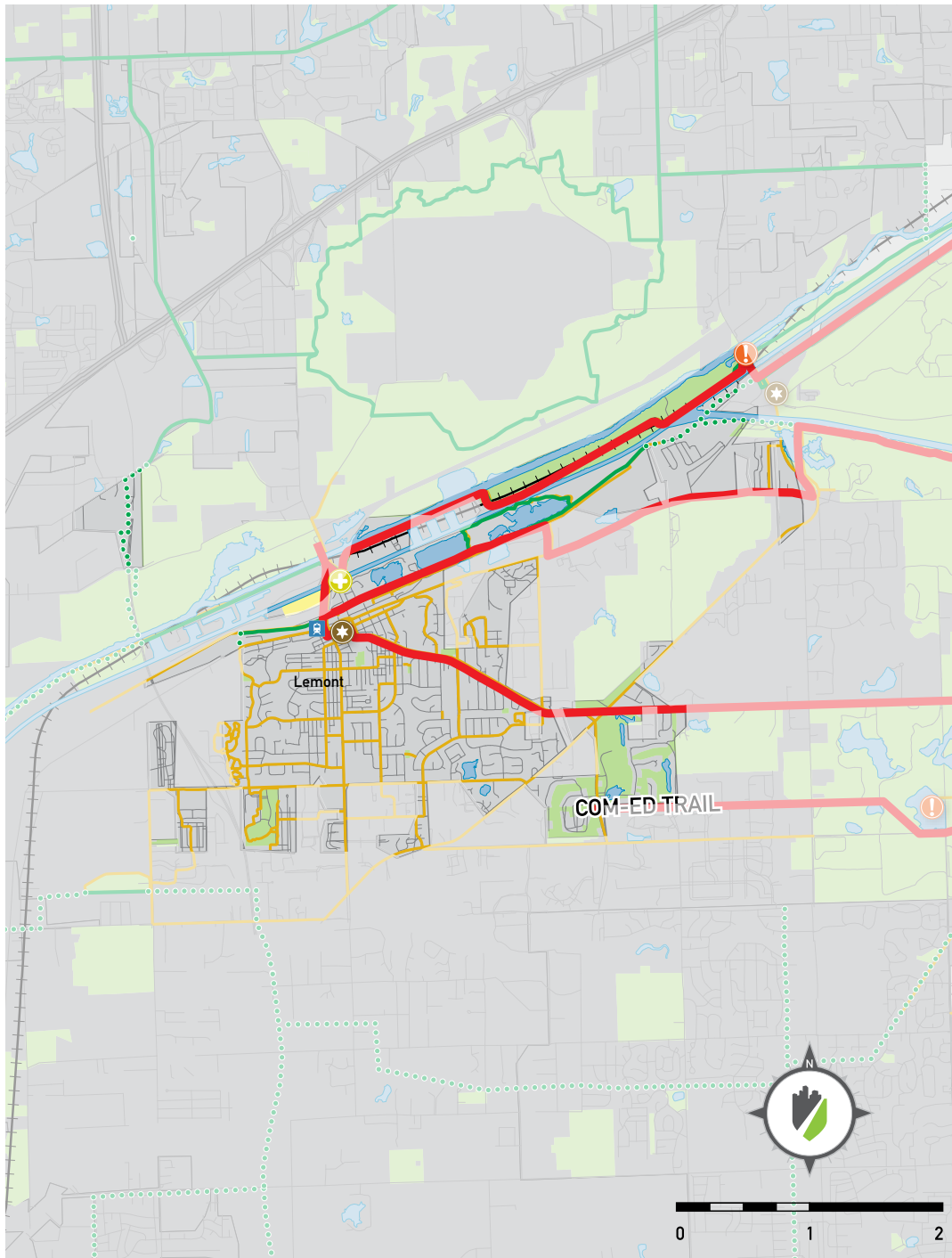
73RD STREET
Tier Three Corridor

Partner agencies: Bedford Park, Bridgeview, Chicago

SCM Corridor Planning Map

Legend

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-  SCM Communities



ARCHER AVENUE
Tier One Corridor

Partner agencies: Bedford Park, Bridgeview, Justice, Willow Springs

CAL-SAG TRAIL
Tier One Corridor

Partner agencies: Blue Island, Burnham, Calumet Park, Chicago, Crestwood, Dolton, Palos Heights, Palos Hills, Palos Park, Riverdale, Robbins, Worth

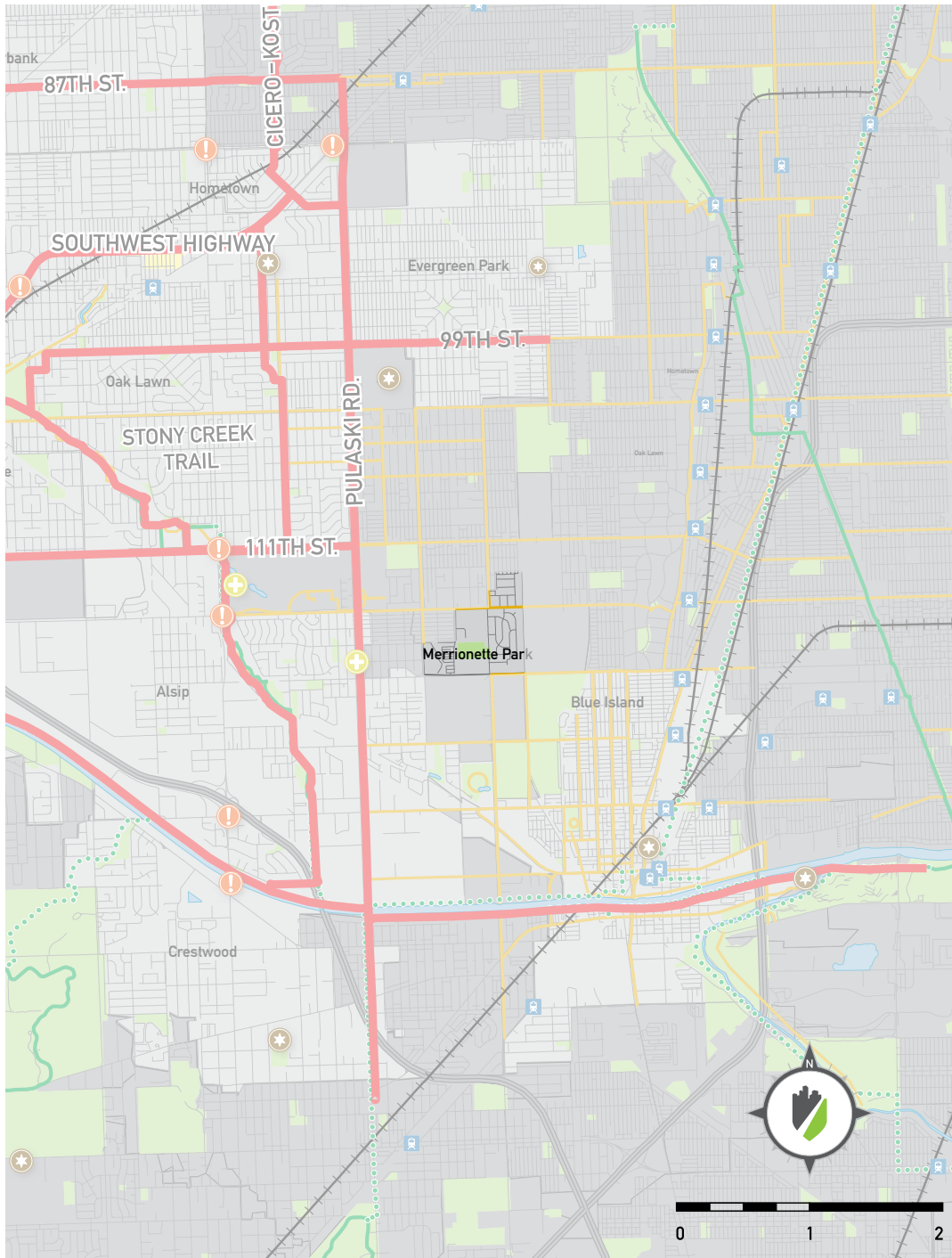
COMED RIGHT OF WAY TRAIL
Tier One Corridor

Partner agencies: Orland Park, Palos Heights, Palos Park

MCCARTHY ROAD
Tier Three Corridor
















Partner agencies: Palos Heights, Palos Park

Merrionette Park: SCM 2012 Regional Corridors


















SCM Corridor Planning Map

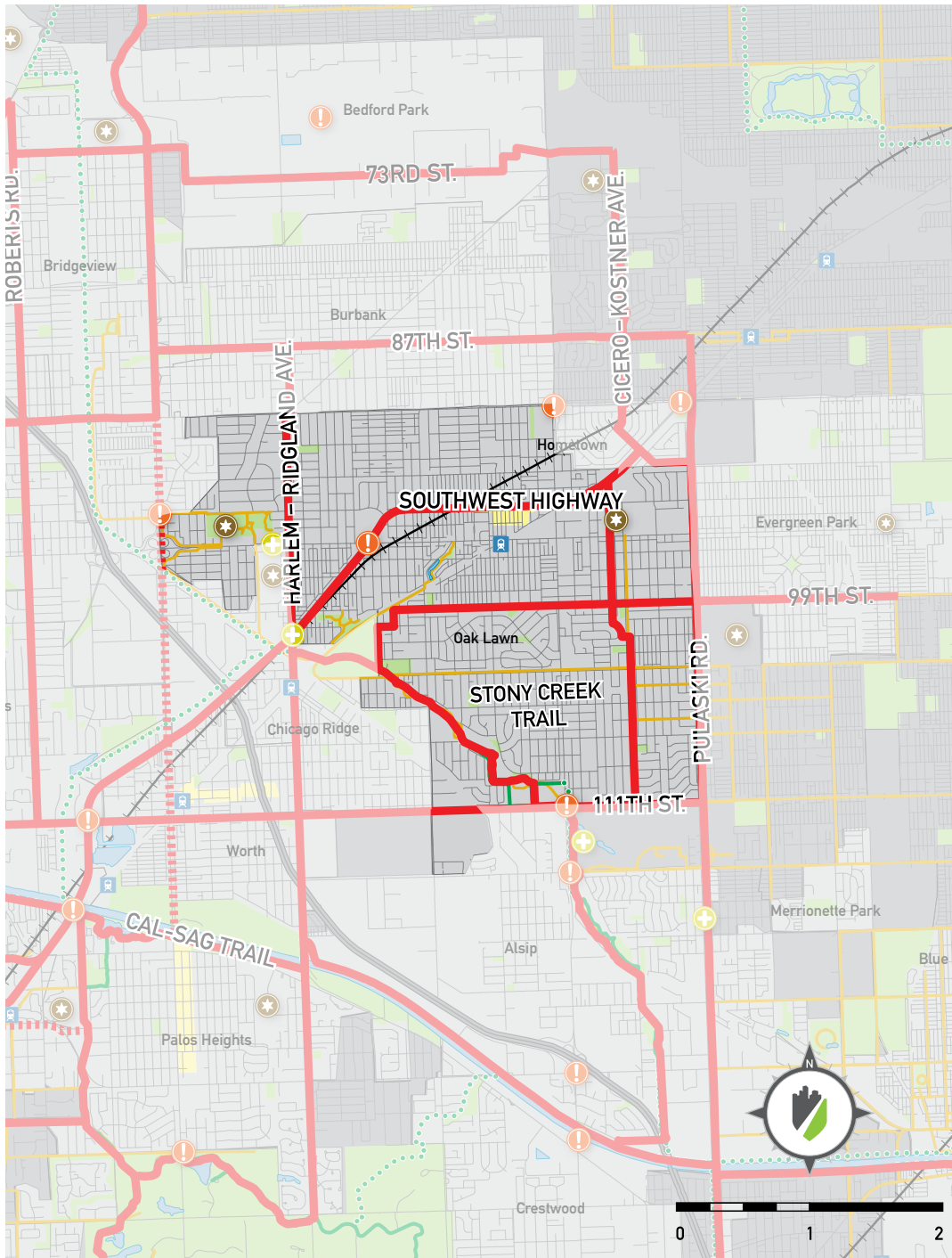
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SOUTHWEST HIGHWAY

Tier One Corridor

Partner agencies: Chicago Ridge, Hometown, Orland Park, Palos Heights, Palos Hills, Palos Park, Worth

CICERO AVENUE

Tier One Corridor

Partner agencies: Alsip, Chicago, Crestwood

STONY CREEK TRAIL

Tier One Corridor

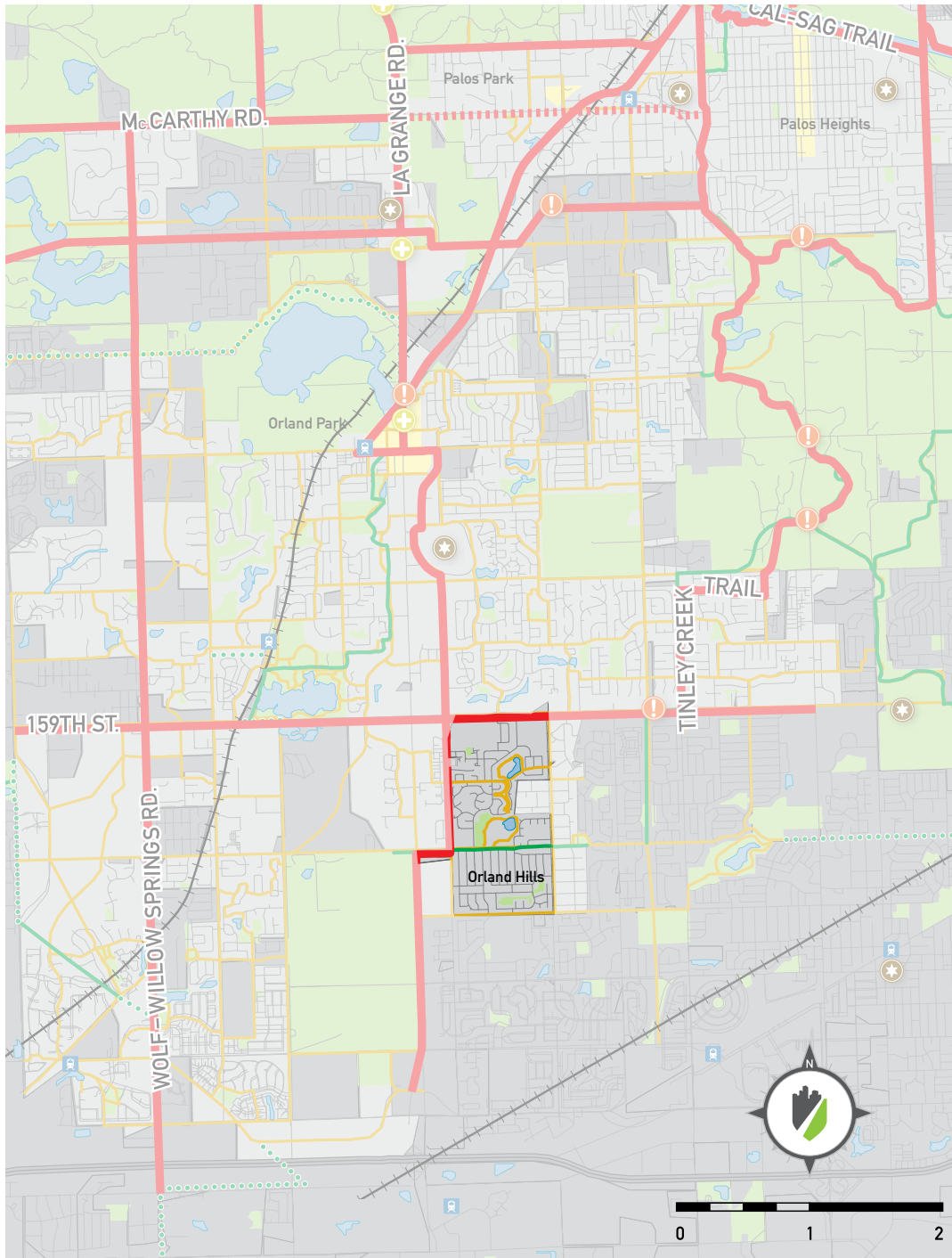
Partner agencies: Alsip, Chicago Ridge

HARLEM-RIDGELAND AVENUE

Tier Three Corridor

Partner agencies: Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Orland Park, Palos Heights, Summit, Worth

Orland Hills: SCM 2012 Regional Corridors



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- SCM Communities

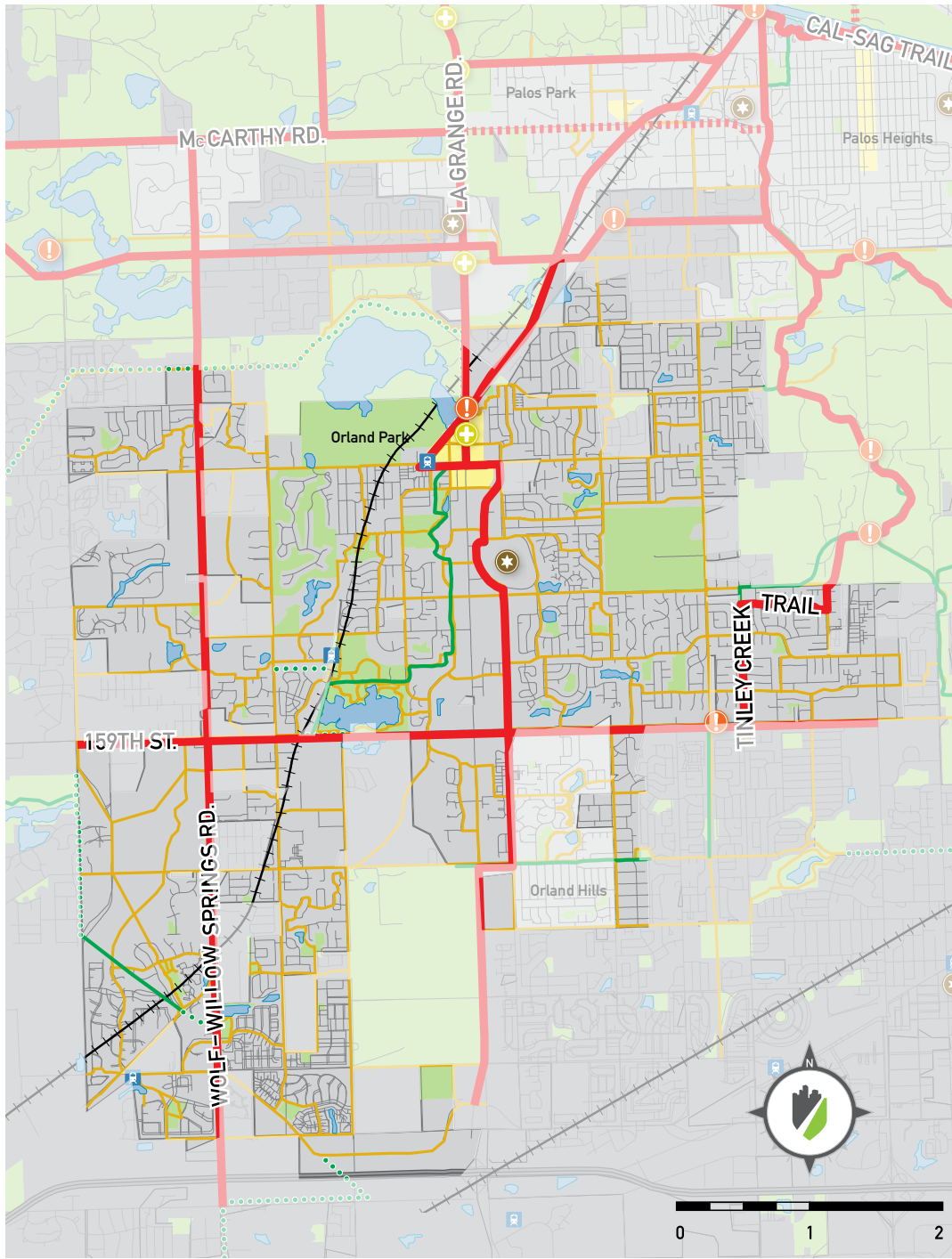
159TH STREET Tier Three Corridor

Partner agencies: Orland Park

LA GRANGE ROAD Tier Three Corridor

Partner agencies: Justice, Orland Park, Palos Park, Tinley Park, Willow Springs

Orland Park: SCM 2012 Regional Corridors



SCM Corridor Planning Map

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- SCM Communities

Note: Orland Park's local network is proposed and not yet approved by Village officials.

SOUTHWEST HIGHWAY *Tier One Corridor*

Partner agencies: Chicago Ridge, Hometown, Oak Lawn, Palos Heights, Palos Hills, Palos Park, Worth

TINLEY CREEK TRAIL *Tier One Corridor*

Partner agencies: Palos Heights, Tinley Park

159TH STREET *Tier Three Corridor*
















Partner agencies: Orland Hills

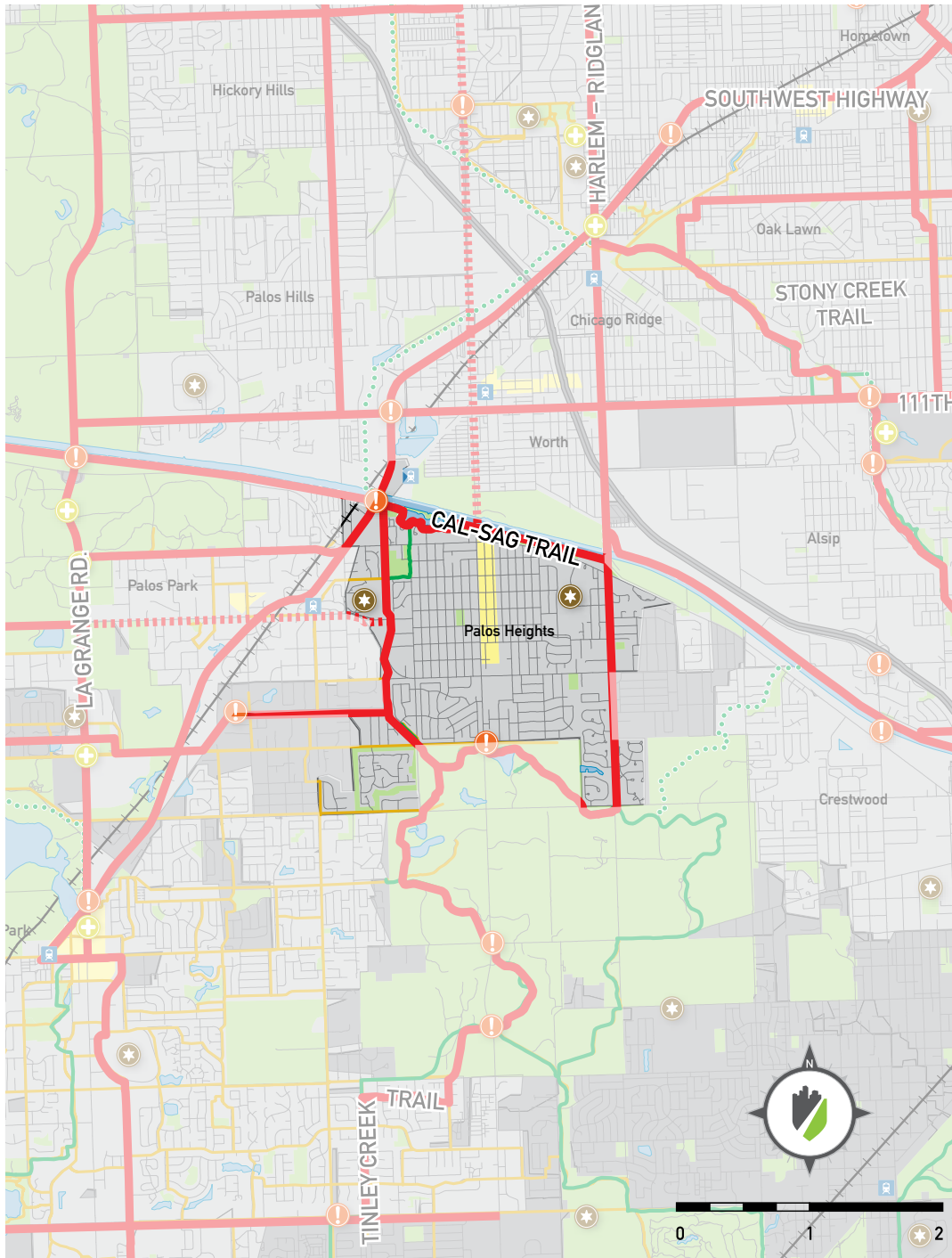
LA GRANGE ROAD *Tier Three Corridor*

Partner agencies: Justice, Orland Hills, Palos Park, Tinley Park, Willow Springs

SCM Corridor Planning Map

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-  CTA Stations
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-  Water
-  SCM Communities



CAL-SAG TRAIL *Tier One Corridor*

Partner agencies: Blue Island, Burnham, Calumet Park, Chicago, Crestwood, Dolton, Lemont, Palos Hills, Palos Park, Riverdale, Robbins, Worth

SOUTHWEST HIGHWAY *Tier One Corridor*

Partner agencies: Chicago Ridge, Hometown, Oak Lawn, Orland Park, Palos Hills, Palos Park, Worth

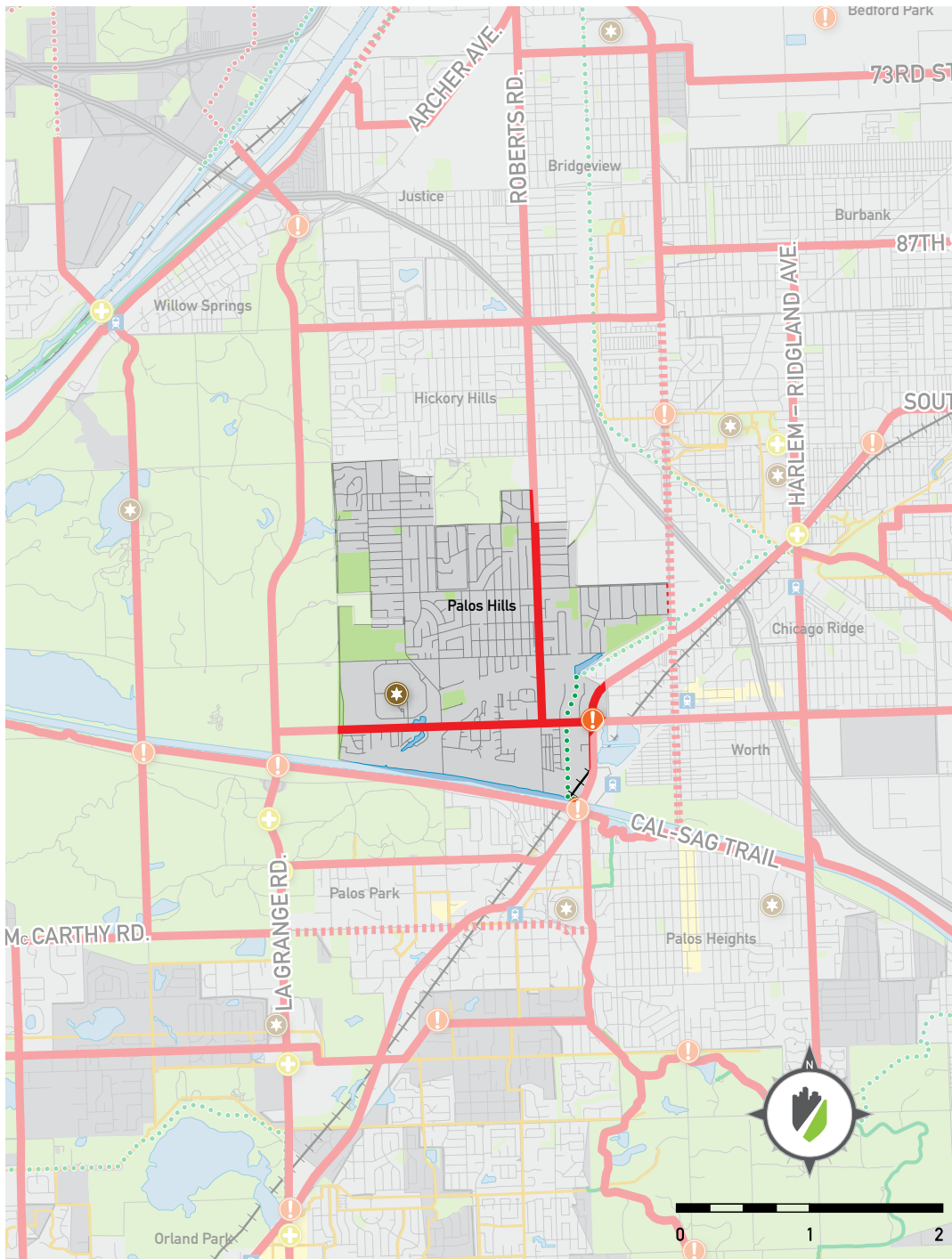
HARLEM-RIDGELAND AVENUE *Tier Three Corridor*

Partner agencies: Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Summit, Worth

TINLEY CREEK TRAIL *Tier Three Corridor*

Partner agencies: Palos Heights, Tinley Park

Palos Hills: SCM 2012 Regional Corridors



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SOUTHWEST HIGHWAY

Tier One Corridor

Partner agencies: Chicago Ridge, Hometown, Oak Lawn, Orland Park, Palos Heights, Palos Park, Worth

111TH STREET

Tier Two Corridor

Partner agencies: Alsip, Chicago, Chicago Ridge, Oak Lawn, Worth

ROBERTS ROAD

Tier Two Corridor

Partner agencies: Bridgeview, Hickory Hills, Justice
















TINLEY CREEK TRAIL

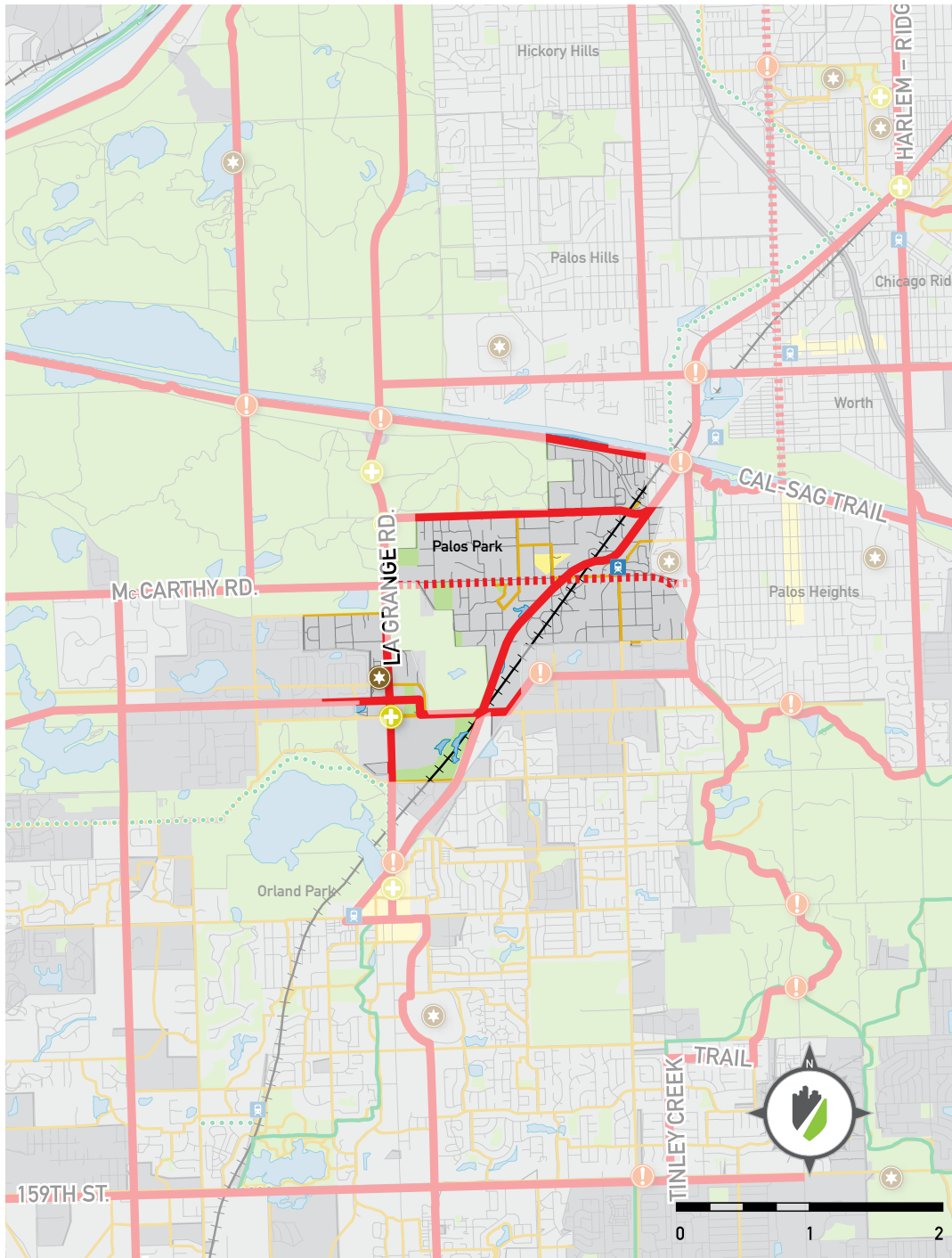
Tier Three Corridor

Partner agencies: Palos Heights, Tinley Park

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-  SCM Communities



LA GRANGE ROAD
Tier One Corridor

Partner agencies: Justice, Orland Hills, Orland Park, Willow Springs

SOUTHWEST HIGHWAY
Tier One Corridor

Partner agencies: Chicago Ridge, Hometown, Oak Lawn, Orland Park, Palos Heights, Palos Hills, Palos Park

COMED RIGHT OF WAY TRAIL
Tier Two Corridor
















Partner agencies: Lemont, Orland Park, Palos Heights

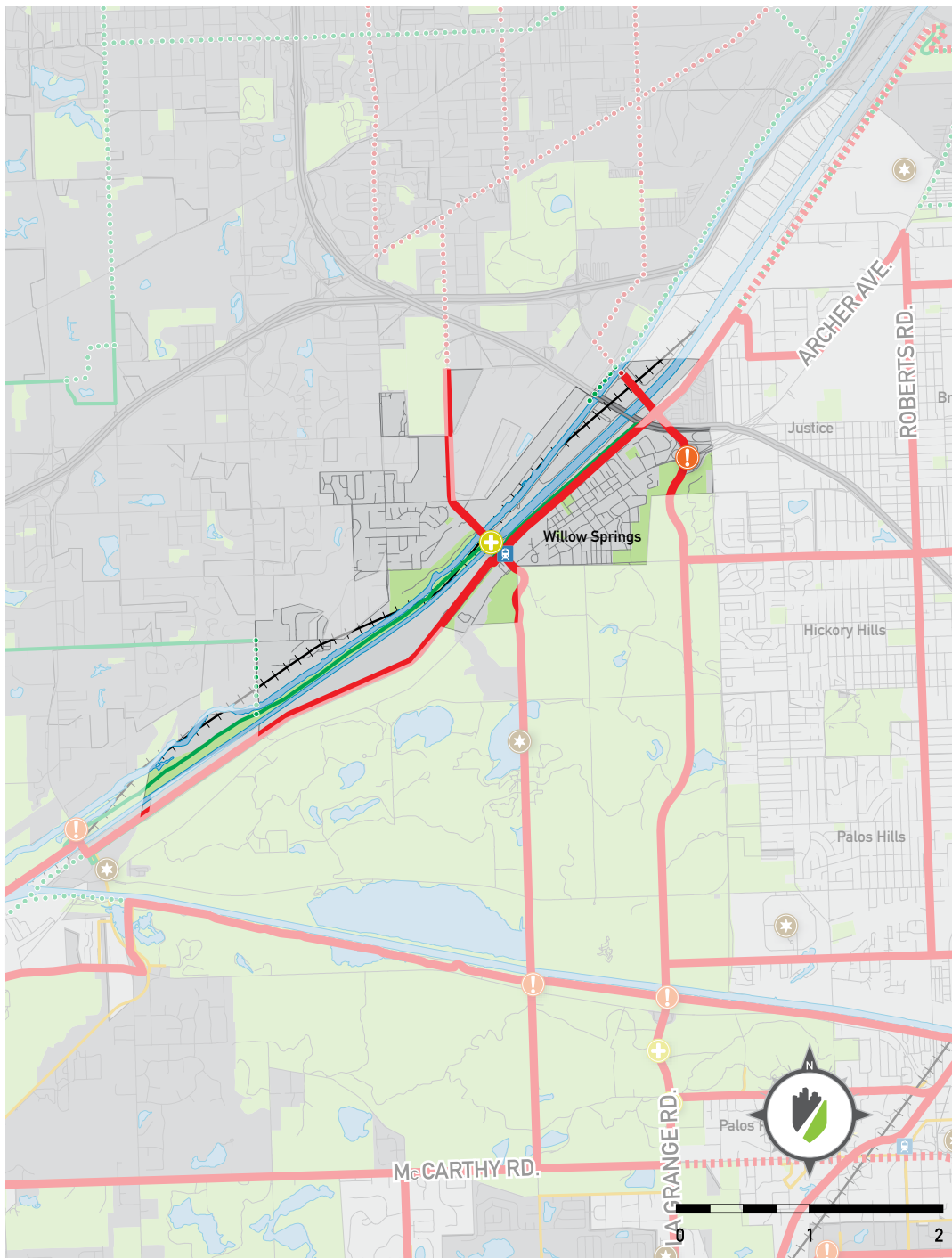
MCCARTHY ROAD
Tier Three Corridor

Partner agencies: Lemont, Palos Heights

SCM Corridor Planning Map

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-  CTA Stations
-  Parks and Open Spaces
-  Water
-  SCM Communities



WOLF ROAD
Tier One Corridor

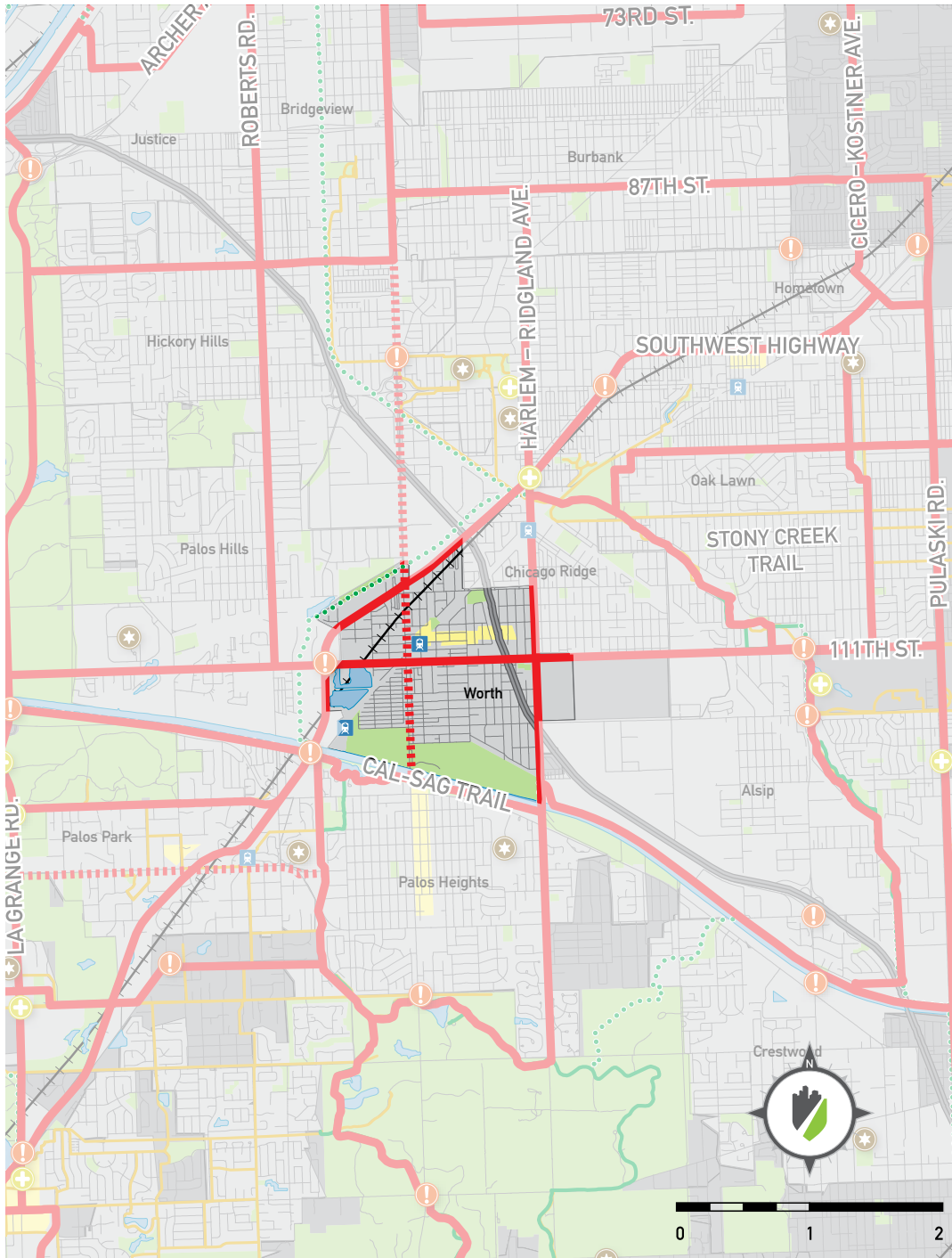
Partner agencies: Countryside, Hodgkins, Orland Park, Palos Park

LA GRANGE ROAD
Tier One Corridor

Partner agencies: Justice, Orland Hills, Orland Park, Palos Park

ARCHER AVENUE
Tier One Corridor

Partner agencies: Bedford Park, Bridgeview, Lemont, Willow Springs



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- CTA Stations
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- Water
- SCM Communities

SOUTHWEST HIGHWAY *Tier One Corridor*

Partner agencies: Chicago Ridge, Hometown, Oak Lawn, Orland Park, Palos Heights, Palos Hills, Palos Park

111TH STREET *Tier Two Corridor*

Partner agencies: Alsip, Chicago, Chicago Ridge, Palos Hills, Oak Lawn

HARLEM-RIDGELAND AVENUE *Tier Three Corridor*

Partner agencies: Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit



4

Implementation Summaries

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4.1 Implementation Tiers



Riding on the Lemont Road Bridge

According to Illinois Complete Streets legislation, every effort should be made to include bicycle and pedestrian accommodations whenever a street is built or reconstructed. Including bicycle and pedestrian accommodations is particularly important with bridge and underpass projects due to the long life of these structures and the difficulty and expense of retrofitting them. Under current conditions in the SCM, many of the tollway and railroad underpasses and bridges do not accommodate pedestrians or bicycles, creating impenetrable walls across the region. These barriers have been identified along regional corridors identified here and should be prioritized to help create a regional network. Addressing these barriers is an essential element of both the short-term and long-term vision for the SCM.

Regional alignments have been the focus of our current 2012 update. The SCM is committed to continuing its work with IDOT, as well as county, and local governments to create a better, more balanced transportation system that addresses the needs of all users and moves toward the implementation of the strategies outlined in CMAP's GO TO 2040 Plan. Further, it is the goal of the SCM to use regional planning to assist in the implementation of Complete Streets. Given current land development patterns and its overlay with the transportation system, this SCM 2012 update has focused on identifying feasible short-term routes that parallel previously identified regional priority alignments. In this way, the conference can achieve implementation on corridor alignments where there is a pressing need to add bicycle and pedestrian facilities. This strategy was initiated to address two primary concerns of our Bicycle and Pedestrian Committee:

1. Support local governments on prioritizing the implementation of corridors within their local street networks.
2. Put forward a list of feasible recommendations that can lead toward a reliable regional bicycle network within a short-term planning horizon.

The corridors have been grouped in three tiers based on the ratings analysis presented in Section 2. The SCM supports implementation on all of these corridors and it should be noted that all corridors presented in this plan are considered priorities for regional system connectivity. The plan includes these tiers to demonstrate which corridors had the most positive attributes from the ratings analysis.

4.1 Implementation Tiers

Tier One Corridors

Tier One corridors generally include the following characteristics: A high percentage of existing bicycle facilities, a high percentage of planned bicycle facilities, good connectivity to destinations, transit and existing bike network, no major barriers (fatal flaws), and it serves multiple SCM members (regional in scope). *These corridors are:*

- Archer Avenue Corridor
- Cal-Sag Trail
- ComEd Right of Way Trail
- Southwest Highway Corridor
- Wolf-Willow Springs Road Corridor

Tier Two Corridors

Corridors included in Tier Two generally include the following characteristics: A high percentage of planned bicycle facilities, good or fair connectivity to destinations, transit and existing bike network, may have significant barriers, and it serves multiple SCM members. *These corridors are:*

- 87th Street Corridor
- 111th Street Corridor
- Cicero-Kostner Avenue Corridor
- Stony Creek Trail
- Roberts Road Corridor

Tier Three Corridors

Corridors included in Tier Three generally include the following characteristics: A low percentage of existing bicycle facilities, a lower percentage of planned bicycle facilities, fair connectivity to destinations, transit and existing bike network, major barriers, and serve a smaller number of SCM members. *These corridors are:*

- 73rd Street Corridor
- 99th Street Corridor
- 159th Street Corridor
- Harlem-Ridgeland Avenue Corridor
- La Grange Road Corridor
- McCarthy Road Corridor
- Pulaski Road Corridor
- Tinley Creek Trail

In addition to presenting snapshots for each corridor in each tier, this chapter also presents a Short-Term Implementation Summary that highlights the implementation issues for each of the corridors and presents some of the issues that will need to be coordinated in the related jurisdictions.

4.1 Implementation Tiers

4.1.1 Tier One Corridor Implementation Summary: Archer Avenue Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i></p> <p>SCM, Bedford Park, Bridgeview, Justice, Lemont, Willow Springs, Cook County Forest Preserve</p>	<p>The Archer Avenue corridor itself uses part of the Centennial Trail to reroute around a hazardous intersection. Connections between the Centennial Trail and the I & M Canal Trail (across the Sanitary and Ship Canal) could be improved to allow users to cross between the two trails.</p>
<p>ADDRESS OBSTACLES/BARRIERS <i>Lead Implementers</i></p> <p>SCM, Justice, Willow Springs</p>	<p>The intersection of Archer Avenue, I-294, and La Grange Road presented a risk to bicyclists due to high vehicle speeds. This segment of the corridor was rerouted onto the Centennial Trail for this reason.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>SCM, Bedford Park, Cook County Forest Preserve, CMAP</p>	<p>Sixteen percent of the Archer Avenue corridor is a new recommendation in order to connect to the Roberts Road corridor in the northeast. This portion could be integrated into municipal plans to create an alternative route to the I & M Canal Trail and Centennial Trail portions that do not yet exist.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>SCM, Lemont, Cook County Forest Preserve</p>	<p>Twenty-five percent of the Archer Avenue corridor is either planned or a newly recommended facility. The SCM should work with municipalities to apply for funding opportunities in order to design and construct the planned segments and trails of the Archer Avenue corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>SCM, Bedford Park, Bridgeview, Justice, Lemont, Willow Springs, Cook County Forest Preserve, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along Archer Avenue and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>SCM and Cook County Forest Preserve</p>	<p>Seventy-five percent of the Archer Avenue corridor exists as part of the Centennial Trail and I & M Canal Trail. Regional signs to and from these corridors will provide a western north-south corridor link to the SCM.</p>

4.1 Implementation Tiers

4.1.1 Tier One Corridor Implementation Summary: Cal-Sag Trail	
Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i></p> <p>SCM, Alsip, Blue Island, Calumet Park, Chicago, Crestwood, Lemont, Palos Hills, Palos Park, Palos Heights, Riverdale, Robbins, Worth, Cook County Forest Preserve</p>	<p>Once constructed, the Cal-Sag Trail will be a prime east-west trail in southern Cook County and the SCM. The trail will connect five different regional trails: Centennial Trail, I & M Canal Trail, Major Taylor Trail, Southern DuPage Trail, and Tinley Creek Trail.</p>
<p>ADDRESS OBSTACLES/BARRIERS: CROSSINGS AND BRIDGES <i>Lead Implementers</i></p> <p>SCM, Alsip, Crestwood, Palos Heights, Cook County Forest Preserve</p>	<p>There are three crossings that pose a barrier along the Cal-Sag Trail. These crossings are at 104th Avenue and Cicero Avenue. The bridge over the Cal-Sag Channel at Southwest Highway (recommended corridor) is also a major barrier along the trail. Connections between the Cal-Sag Trail and the Centennial Trail (across existing waterways) could be improved to allow users to conveniently cross between the two trails.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>SCM, Alsip, Calumet Park, Chicago, Crestwood, Lemont, Palos Hills, Palos Park, Palos Heights, Riverdale, Robbins, Worth, Cook County Forest Preserve, CMAP</p>	<p>This plan does not recommend additional build-out to the planned portions of the Cal-Sag Trail corridor in any SCM communities. Communities should focus on local route planning to connect to the Cal-Sag Trail.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>SCM, Alsip, Blue Island, Calumet Park, Chicago, Crestwood, Lemont, Palos Hills, Palos Park, Palos Heights, Riverdale, Robbins, Worth, Cook County Forest Preserve</p>	<p>Eighty-two percent of the Cal-Sag Trail corridor is programmed. Communities should continue to seek assistance for design and construction of the trail. Local connections to the Cal-Sag Trail corridor, like those shown on Main Street and the I&M Canal Trail in Lemont, could also be included in funding applications.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>SCM, Alsip, Blue Island, Calumet Park, Chicago, Crestwood, Lemont, Palos Hills, Palos Park, Palos Heights, Riverdale, Robbins, Worth, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along the Cal-Sag Trail and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the trail route and create links to the trail.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>SCM, Lemont, Palos Heights</p>	<p>Signs to guide bicyclists to the Cal-Sag from local destinations should be installed.</p>

4.1 Implementation Tiers

4.1.1 Tier One Corridor Implementation Summary: ComEd Right of Way Trail

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, ComEd Lemont, Palos Heights, Palos Park, Orland Park</p>	<p>In the long term, the ComEd Right-of-Way may be an important trail connecting Lemont to Palos Heights and the Tinley Creek Trail. This trail will create an important southern connection to the Tinley Creek Trail along the McCarthy Road corridor.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTIONS AND WETLANDS <i>Lead Implementers</i> SCM, ComEd, Palos Park, Cook County Forest Preserve</p>	<p>The intersection of 129th Street and the Metra line needs to be improved for bicyclists to safely navigate this corridor. The Tampier Slough may also pose a problem in that it is a protected wetland.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, ComEd, Lemont, Palos Heights, Palos Park, Orland Park, Cook County Forest Preserve, CMAP</p>	<p>The entire ComEd Right-of-Way corridor is a new recommendation. While this is a long-term trail project, communities along the corridor should place this corridor into their municipal plans, as it will take careful planning due to all of the stakeholders involved.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, ComEd, Lemont, Palos Heights, Palos Park, Orland Park</p>	<p>This corridor is all newly recommended facility. The SCM should work with municipalities and ComEd to apply for funding opportunities in order to design and construct the newly planned segments of this right-of-way.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, ComEd, Lemont, Palos Heights, Palos Park, Orland Park, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along the ComEd Right-of-Way and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the trail route and create links to the trail.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, ComEd, Lemont, Palos Heights, Palos Park, Orland Park</p>	<p>Currently, there is no existing portion of the ComEd Right-of-Way corridor. As segments of the trail are constructed, the SCM should work with communities along the corridor to establish signs to intersecting corridors, trails, and municipalities.</p>

4.1 Implementation Tiers

4.1.1 Tier One Corridor Implementation Summary: Southwest Highway Corridor	
Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM and Palos Heights</p>	<p>The Southwest Highway corridor connects with the existing Tinley Creek Trail System and the future Cal-Sag Trail in Palos Heights. Improving access to this important intersection will open up the regional trail system to roadway users in this region.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTIONS AND BRIDGES <i>Lead Implementers</i> SCM, Chicago Ridge, Evergreen Park, Hometown, Oak Lawn, Palos Heights, Palos Hills, Palos Park, Worth</p>	<p>There are several intersections that pose a risk to all roadway users. The intersections are 87th Street and Pulaski Road, 95th Street, 111th Street, 129th Street and the Metra line, and La Grange Road. 87th Street, Pulaski Road, and Southwest Highway underwent a reroute to avoid the intersection all together. The Cal-Sag Bridge also is a barrier to the corridor; existing connections between the Cal-Sag Trail and the Centennial Trail could be improved to allow users to efficiently cross between the two trails.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Chicago Ridge, Evergreen Park, Hometown, Oak Lawn, Worth</p>	<p>Most of the corridor (94 percent) consists of newly recommended bicycle facilities. Integrating this corridor into plans will help the region gain a useful corridor running diagonally through the SCM.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Palos Heights, Palos Hills, Palos Park, Worth</p>	<p>All of the Southwest Highway corridor is either planned (6 percent) or newly planned (94 percent) facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the Southwest Highway corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Chicago Ridge, Evergreen Park, Hometown, Oak Lawn, Palos Heights, Palos Hills, Palos Park, Worth, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along the Southwest Highway and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Chicago Ridge, Evergreen Park, Hometown, Oak Lawn, Palos Heights, Palos Hills, Palos Park, Worth</p>	<p>Currently, there is no existing portion of the Southwest Highway corridor. As segments of the Southwest Highway are completed, the SCM should work with communities along the corridor to establish signs to trails and other local and regional destinations.</p>

4.1 Implementation Tiers

4.1.1 Tier One Corridor Implementation Summary: Wolf-Willow Springs Road Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Willow Springs, Orland Park</p>	<p>The Wolf-Willow Springs Road corridor intersects with many current corridors and the future Cal-Sag Trail. Current corridors include the Centennial Trail, Orland Park Bikeways, I & M Canal Trail and the Old Plank Trail in Will County. Improvements at the intersection with the Cal-Sag Trail could be done to improve connectivity amongst the corridors.</p>
<p>ADDRESS OBSTACLES/BARRIERS: NONE <i>Lead Implementers</i> SCM, Mokena, Orland Park, Palos Park, Willow Springs</p>	<p>There are no significant barriers along the Wolf-Willow Springs Road corridor. However, communities along the corridor should continue to improve the bicycling conditions along corridor.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Palos Park, Willow Springs</p>	<p>Eleven percent of the Wolf-Willow Springs Road corridor is newly planned, primarily the Wolf Road portion just south McCarthy Road. Integrating the Wolf-Willow Springs Road corridor into plans will help to complete the western north-south corridor.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Mokena, Orland Park, Palos Park</p>	<p>Ninety-two percent of the Wolf-Willow Springs Road corridor is either planned (81 percent) or newly planned (11 percent) facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the Wolf-Willow Springs Road corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Mokena, Orland Park, Palos Park, Willow Springs, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along Wolf Road, Willow Springs Road, and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM and Orland Park</p>	<p>Eight percent of the Wolf-Willow Springs Road corridor is currently existing as segment gaps. Regional signs to and from these segments will provide a western north-south corridor link to the SCM.</p>

4.1 Implementation Tiers

4.1.1 Tier Two Corridor Implementation Summary: 87th Street	
Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Bridgeview, Burbank, Hickory Hills, Justice, Oak Lawn, Willow Springs</p>	<p>There are no trails within the vicinity of the 87th Street corridor. Improving connections to bisecting corridors will lead users to trails within the region.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTION <i>Lead Implementers</i> SCM, Chicago, Evergreen Park, Hometown, Oak Lawn</p>	<p>The 87th Street corridor presents a barrier at the intersection of 87th Street, Pulaski Avenue, and the Southwest Highway corridors. The route was rerouted to avoid these intersections, but can follow the original route once the intersections are improved for bicyclists.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Burbank, Bridgeview</p>	<p>The newly recommended portion of this corridor is in Burbank and Chicago, encompassing 48 percent of the corridor. Inclusion in municipal plans will provide a northern route across the SCM.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Bridgeview, Burbank, Hickory Hills, Justice, Oak Lawn, Willow Springs</p>	<p>All of the 87th Street corridor is either planned (52 percent) or newly planned (48 percent) facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the 87th Street.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Bridgeview, Burbank, Hickory Hills, Justice, Oak Lawn, Willow Springs, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along 87th Street and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Bridgeview, Burbank, Hickory Hills, Justice, Oak Lawn, Willow Springs</p>	<p>Currently, there is no existing portion of the 87th Street corridor. As segments of the corridor are constructed, the SCM should work with communities along the corridor to establish signs to intersecting corridors, trails, and municipalities.</p>

4.1 Implementation Tiers

4.1.2 Tier Two Corridor Implementation Summary: 111th Street Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i></p> <p>SCM, Alsip, Oak Lawn, Palos Hills</p>	<p>This corridor runs into the future Cal-Sag Trail and La Grange Road on the west end and runs into the Stony Creek Trail on the east, creating an east-west regional connection.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTIONS <i>Lead Implementers</i></p> <p>SCM, Alsip, Chicago, Oak Lawn, Palos Hills</p>	<p>The 111th Street corridor presents two barriers at the intersections of Cicero Avenue and the Southwest Highway corridor.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>SCM, Alsip, Chicago Ridge, Oak Lawn, Palos Hills, Worth, CMAP</p>	<p>The entire 111th Street corridor is a new recommendation, making integration into plans an important process in bringing this corridor to the forefront.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>SCM, Alsip, Chicago Ridge, Oak Lawn, Palos Hills, Worth</p>	<p>All of the corridor is a newly recommended facility. The SCM should work with municipalities to apply for funding opportunities in order to design and construct the planned segments of the 111th Street corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>SCM, Alsip, Chicago Ridge, Oak Lawn, Palos Hills, Worth, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along 111th Street and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>SCM, Alsip, Chicago, Chicago Ridge, Oak Lawn, Palos Hills, Worth</p>	<p>Currently, there is no existing portion of the 111th Street corridor. As segments of the corridor are constructed, the SCM should work with communities along the corridor to establish signs to intersecting corridors, trails, and municipalities.</p>

4.1 Implementation Tiers

4.1.2 Tier Two Corridor Implementation Summary: Cicero-Kostner Avenue Corridor	
Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i></p> <p>SCM, Alsip, Crestwood, Cook County Highway Department, IDOT</p>	<p>The Cicero-Kostner Avenue corridor shares part of its route with the Stony Creek Trail and directed toward alternate routes on parallel corridors like Kostner. The southern end of the corridor links to the Cal-Sag Trail, creating an important connection in the SCM trail and corridor system. Linking these two corridors is crucial to regional connectivity.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTION <i>Lead Implementers</i></p> <p>SCM, Alsip, Chicago, Crestwood, Oak Lawn, Cook County Highway Department, IDOT</p>	<p>The Cicero-Kostner Avenue corridor presents two barriers at the intersections of 111th Street and the 115th Street corridors. The route was rerouted onto Kostner Avenue to avoid these intersections and the high traffic counts on Cicero Avenue.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i></p> <p>SCM, Alsip, Chicago, Crestwood, Oak Lawn, CMAP, Cook County Highway Department, IDOT</p>	<p>Fifty-four percent of the Cicero-Kostner Avenue corridor is a new recommendation in all communities except Alsip (where the corridor is actually trail). The high ADT count and IDOT control would make this corridor a long-term recommendation, but the corridor has an alternative route on Kostner Avenue shortening the implementation schedule.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i></p> <p>SCM, Alsip, Chicago, Crestwood, Oak Lawn, Cook County Highway Department, IDOT</p>	<p>Fifty-four percent of the Cicero-Kostner Avenue corridor is slated as newly planned facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i></p> <p>SCM, Alsip, Crestwood, Oak Lawn, Cook County Highway Department, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along Cicero Avenue and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i></p> <p>SCM, Alsip, Cook County Highway Department, IDOT</p>	<p>Twenty-nine percent of the corridor is currently part of the Stony Creek Trail. Regional signs to and from this trail will provide a crucial link in the area, especially once the Cal-Sag Trail is complete on the south end of this corridor.</p>

4.1 Implementation Tiers

4.1.2 Tier Two Corridor Implementation Summary: Stony Creek Trail

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Alsip, Oak Lawn</p>	<p>While only a connector, the proposed corridor makes use of previously planned facilities and the planned extension of the Stony Creek Trail. Improving and expanding on the existing trail access for people living north of the trail.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTIONS <i>Lead Implementers</i> SCM and Oak Lawn</p>	<p>The Stony Creek Trail presents two barriers, at the intersections of the 111th Street Corridor and 115th Street, both along Cicero Avenue. This route is only a connector, but will provide a link between corridors once complete and safe.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Chicago Ridge, Oak Lawn, CMAP</p>	<p>Forty-six percent of the corridor (middle of the corridor) consists of newly recommended bicycle facilities. Integrating this corridor into plans will help connect the Harlem-Ridgeland Avenue corridor and the Cicero Avenue corridor.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Alsip, Chicago Ridge, Oak Lawn</p>	<p>All of the Stony Creek Trail is either planned (54 percent) or newly planned (46 percent) facilities. The SCM should work with Oak Lawn and Chicago Ridge to apply for funding opportunities in order to design and construct planned segments of the Stony Creek Trail.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Alsip, Chicago Ridge, Oak Lawn, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state’s Complete Streets policy is used along the Stony Creek Trail and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the trail route and create links to the trail.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Chicago Ridge, Oak Lawn</p>	<p>Currently, there is no existing portion of the Stony Creek Trail. As segments of the connector are completed, the SCM should work with communities along the corridor to establish signs to trails and other local and regional destinations.</p>

4.1 Implementation Tiers

4.1.2 Tier Two Corridor Implementation Summary: Roberts Road Corridor	
Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Bridgeview, Hickory Hills, Justice, Palos Hills</p>	<p>There are no trails within the vicinity of Roberts Road. Improving connections to bisecting corridors will lead users to trails within the region.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTION <i>Lead Implementers</i> SCM, Bridgeview, Hickory Hills, Justice, Palos Hills</p>	<p>There are no significant barriers along the Roberts Road corridor. However, communities along the corridor should continue to improve the bicycling conditions along Roberts Road.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Bridgeview, Hickory Hills, Justice, Palos Hills, CMAP</p>	<p>There are no new portions of the Roberts Road corridor in any SCM communities. Communities should focus on local route planning to connect to the planned corridor.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Bridgeview, Burbank, Hickory Hills, Justice, Oak Lawn, Willow Springs</p>	<p>All of the Roberts Road corridor is categorized as planned facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct the appropriate facilities along Roberts Road.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Bridgeview, Burbank, Hickory Hills, Justice, Oak Lawn, Willow Springs, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along Roberts Road and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM</p>	<p>Currently, there is no existing portion of the Roberts Road corridor. As segments of this corridor are completed, the SCM should work with communities along Roberts Road to establish signs to neighboring corridors and municipalities.</p>

4.1 Implementation Tiers

4.1.3 Tier Three Corridor Implementation Summary: 73rd Street Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> Bedford Park, Bridgeview, Justice</p>	<p>This corridor lays within close distance to both the Archer Corridor and the CMAP Greenway Bike Trail. Harlem Avenue or alternative side street alignment heading North is needed to access the Archer Corridor, while the CMAP Greenway Bike Trail can be accessed a half mile west on 71st Street from where the 73rd Street corridor ends.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTIONS <i>Lead Implementers</i> Bedford Park, Bridgeview</p>	<p>Harlem Avenue stands to be the biggest obstacle for the 73rd Street Corridor, crossing Harlem is necessary for riders coming from the east to access Toyota Park, and using Harlem Avenue is the quickest route to access the Archer Corridor, although not necessarily the most preferred route based on Task Force feedback.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> Bedford Park, Bridgeview</p>	<p>The entire span of the 73rd Street Corridor consists of newly recommended bicycle facilities. Integration of the corridor into local plans in both Bedford Park and Bridgeview is necessary to move forward with implementing bike facilities along 73rd Street.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> Bedford Park, Bridgeview</p>	<p>All of the corridor is a newly recommended facility. The SCM should work with municipalities to apply for funding opportunities in order to design and construct the planned segments of the 73rd Street Corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> Bedford Park, Bridgeview</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along 73rd Street and state jurisdiction roadways near the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> Bedford Park, Bridgeview</p>	<p>Currently, there is no existing portion of the 73rd Street Corridor. As segments of the trail are constructed, the SCM should work with communities along the corridor to establish signs to intersecting corridors, trails and municipalities.</p>

4.1 Implementation Tiers

4.1.3 Tier Three Corridor Implementation Summary: 99th Street Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> Chicago, Chicago Ridge, Evergreen Park, Oak Lawn</p>	<p>The 99th Street Corridor ends its stretch westbound on 99th Street and continues via side streets in order to connect to the Stony Creek Trail. The Stony Creek Trail will serve as a connection to the Tinley Creek Trail, as well as connection to both the Ridgeland-Harlem and 111th Street Corridors.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTION <i>Lead Implementers</i> Chicago, Chicago Ridge, Evergreen Park, Oak Lawn</p>	<p>The corridor serves as a safer alternative to more congested east-west connectors such as 95th Street and 103rd Street. There are no significant barriers along the 99th Street Corridor, however, communities along the corridor should continue to improve the bicycling conditions on 99th Street.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> Chicago, Chicago Ridge, Evergreen Park, Oak Lawn</p>	<p>The entire span of the 99th Street Corridor consists of newly recommended bicycle facilities. Integration of the corridor into local plans in all respective communities is necessary to move forward with implementing bike facilities along 99th Street.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> Chicago, Chicago Ridge, Evergreen Park, Oak Lawn</p>	<p>All of the corridor is a newly recommended facility. The SCM should work with municipalities to apply for funding opportunities in order to design and construct the planned segments of the 99th Street Corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> Chicago, Chicago Ridge, Evergreen Park, Oak Lawn</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along 99th Street and state jurisdiction roadways near the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> Chicago, Chicago Ridge, Evergreen Park, Oak Lawn</p>	<p>Currently, there is no existing portion of the 99th Street Corridor. As segments of the trail are constructed, the SCM should work with communities along the corridor to establish signs to intersecting corridors, trails and municipalities.</p>

4.1 Implementation Tiers

4.1.3 Tier Three Corridor Implementation Summary: 159th Street Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Orland Hills, Orland Park, Tinley Park, IDOT</p>	<p>The 159th Street corridor will link the Orland Park and Tinley Park Bikeway systems, allowing bikeway users in the communities a way of traveling regionally.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTIONS <i>Lead Implementers</i> SCM, Homer Glen, Orland Hills, Orland Park, Tinley Park, IDOT</p>	<p>There are no significant barriers along the 159th Street corridor. However, communities along the corridor should continue to improve the bicycling conditions.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Orland Hills, Orland Park, Tinley Park, IDOT</p>	<p>Most of the corridor (96 percent) is newly planned facilities. Integrating this corridor into plans will help the region gain a useful east-west corridor to the south.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Homer Glen, Orland Hills, Orland Park, Tinley Park, IDOT</p>	<p>All of the 159th Street corridor is either planned (4 percent) or newly planned (96 percent) facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the 159th Street corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Orland Hills, Orland Park, Tinley Park, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along 159th Street and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Homer Glen, Orland Hills, Orland Park, Tinley Park, IDOT</p>	<p>Currently, there is no existing portion of the 159th Street corridor. As segments of the corridor are constructed, the SCM should work with communities along the corridor to establish signs to intersecting corridors, trails, and municipalities.</p>

4.1 Implementation Tiers

4.1.3 Tier Three Corridor Implementation Summary: Harlem-Ridgeland Avenue Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Oak Lawn, and Palos Heights</p>	<p>The Harlem-Ridgeland Avenue corridor provides many trail linkages throughout the region, including a connection to the Salt Creek Trail in the north. Within the region, the corridor will connect to the future Cal-Sag Trail (via Harlem and Ridgeland), and currently crosses both the Tinley Creek Trail system (via Harlem) and Stony Creek Trail in Oak Lawn (via Ridgeland). Creating better access and improving crossings at the trails will improve the region's access to trails.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTION <i>Lead Implementers</i> SCM, Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit, Worth, IDOT</p>	<p>Though it has only one intersection barrier at 95th Street, the route has had to be rerouted due to bicycle facilities not being recommended on Harlem Avenue. The current alignment follows side streets that carry the corridor up to a mile and a half out of the way in some places.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Palos Heights, Worth, Bridgeview, Burbank, Bedford Park, Summit, IDOT</p>	<p>Eighty-six percent of the corridor (middle of the corridor) consists of newly recommended bicycle facilities. The new portions of the corridor being on the portion of the route on Harlem Avenue. Integrating this corridor into plans will help connect the SCM to the WCMC via Harlem Avenue.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit, Worth, IDOT</p>	<p>Nearly all of the Harlem-Ridgeland Avenue corridor is either existing (12 percent) or newly planned (86 percent) facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the Harlem-Ridgeland Avenue corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit, Worth, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along Harlem Avenue and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Bedford Park, Bridgeview, Burbank, Chicago, Chicago Ridge, Oak Lawn, Orland Park, Palos Heights, Summit, Worth, IDOT</p>	<p>Currently, there is only a very small existing portion of the Harlem-Ridgeland Avenue corridor. As segments of the corridor are completed, the SCM should work with communities along Harlem Avenue to establish signs to trails and other local and regional destinations.</p>

4.1 Implementation Tiers

4.1.3 Tier Three Corridor Implementation Summary: La Grange Road Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM and Willow Springs</p>	<p>This corridor will intersect with the future Cal-Sag trail and the extension of the Centennial Trail. Current access to where the Cal-Sag Trail will connect will need to be improved to make the intersection with La Grange Road safe for trail users.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTIONS <i>Lead Implementers</i> SCM, Orland Park, Willow Springs, IDOT</p>	<p>Given the fact that Southwest Highway follows the major Metra line in the area, the SCM and individual communities should work to improve the signage and design of the more dangerous intersections.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Orland Park, Palos Park, Willow Springs, Cook County Forest Preserve, CMAP, IDOT</p>	<p>Seventy percent of the corridor (the portion north of 147th Street) consists of newly recommended bicycle facilities. Integrating this corridor into plans will create a safer arterial corridor for bicyclists to use.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Homer Glen, Justice, Mokena, Orland Hills, Orland Park, Palos Park, Tinley Park, Willow Springs, Cook County Forest Preserve, IDOT</p>	<p>All of the La Grange Road corridor is either planned (30 percent) or newly planned (70 percent) facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the La Grange Road corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Homer Glen, Justice, Mokena, Orland Hills, Orland Park, Palos Park, Tinley Park, Willow Springs, Cook County Forest Preserve, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state’s Complete Streets policy is used along La Grange Road and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Homer Glen, Justice, Mokena, Orland Hills, Orland Park, Palos Park, Tinley Park, Willow Springs, Cook County Forest Preserve, IDOT</p>	<p>Currently, there is no existing portion of the La Grange Road corridor. As segments of the La Grange Road corridor become existent, the SCM should work with communities along the corridor to establish signs to intersecting corridors, trails, and municipalities.</p>

4.1 Implementation Tiers

4.1.3 Tier Three Corridor Implementation Summary: McCarthy Road Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Lemont, Palos Heights, Palos Park</p>	<p>The McCarthy Road corridor will connect to three different regional trails in the SCM, creating an important southern shortcut from the I & M Canal Trail and Centennial Trail to the Tinley Creek Trail.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTION <i>Lead Implementers</i> SCM, Lemont, Palos Heights, Palos Park</p>	<p>There are no significant barriers along the McCarthy Road corridor. However, communities along the corridor should continue to improve the bicycling conditions.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Lemont, Palos Heights, Palos Park, CMAP</p>	<p>There are no new portions to the McCarthy Road corridor in any SCM communities. Communities should focus on local route planning to connect to the planned corridor.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Lemont, Palos Heights, Palos Park</p>	<p>This corridor remains completely a planned facility. The SCM should work with municipalities to apply for funding opportunities in order to design and construct the planned segments of the McCarthy Road corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Lemont, Palos Heights, Palos Park, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along McCarthy Road and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Lemont, Palos Heights, Palos Park</p>	<p>Currently, there is no existing portion of the McCarthy Road corridor. As segments of the corridor are constructed, the SCM should work with communities along the corridor to establish signs to intersecting corridors, trails, and municipalities.</p>

4.1 Implementation Tiers

4.1.3 Tier Three Corridor Implementation Summary: Pulaski Road Corridor

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Alsip, Robbins</p>	<p>This corridor connects to the current Stony Creek Trail and future Cal-Sag Trail. The intersection with the future Cal-Sag Trail will need to be designed to accommodate bicycles as the path is constructed.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTIONS <i>Lead Implementers</i> SCM, Chicago, Hometown, Evergreen Park, Oak Lawn</p>	<p>The Pulaski Road corridor presents two barriers at the intersections of 87th Street and the Southwest Highway corridors. The route was rerouted to avoid these intersections, but can follow the original route once the intersections are improved for bicyclists.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Chicago, Hometown, Evergreen Park, Oak Lawn, Robbins, CMAP</p>	<p>Thirty-nine percent of this corridor is composed of newly recommended facilities, primarily in the northern half of the corridor. Including these segments will improve connectivity in the area, especially to southwest Chicago.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Chicago, Hometown, Evergreen Park, Oak Lawn, Robbins</p>	<p>All of the Pulaski Road corridor is slated as planned (61 percent) or newly planned (39 percent) facilities. The SCM should work with municipalities to apply for funding opportunities in order to design and construct planned segments of the Pulaski Road corridor.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Alsip, Chicago, Crestwood, Evergreen Park, Midlothian, Oak Lawn, Robbins, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along Pulaski Road and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Chicago, Hometown, Evergreen Park, Oak Lawn, Robbins</p>	<p>Currently, there is no existing portion of the Pulaski Road corridor. As segments of Pulaski Road are completed, the SCM should work with communities along the corridor to establish signs to trails and other local and regional destinations.</p>

4.1 Implementation Tiers

4.1.3 Tier Three Corridor Implementation Summary: Tinley Creek Trail

Proposed Implementation Activity	Summary
<p>ENCOURAGE LINKS TO TRAILS <i>Lead Implementers</i> SCM, Orland Park, Palos Heights, Tinley Park</p>	<p>The Tinley Creek Trail system allows users to travel through Forest Preserves in Southern Cook County. Improving this trail's access to the future Cal-Sag Trail, ComEd right-of-way, and other corridors will improve access for residents living in the region.</p>
<p>ADDRESS OBSTACLES/BARRIERS: INTERSECTION <i>Lead Implementers</i> SCM, Palos Heights, Cook County Forest Preserve</p>	<p>Crossings are the main barriers along the Tinley Creek Trail. Communities should focus on three crossings at Harlem Avenue near 131st Street, 143rd Street, and Sundale Park. The crossing at the Southwest Highway Bridge and the Cal-Sag Channel (part of the Southwest Highway Corridor) also needs to be improved.</p>
<p>INTEGRATE CORRIDOR PLANNING INTO MUNICIPAL PLANS <i>Lead Implementers</i> SCM, Orland Park, Cook County Forest Preserve, CMAP</p>	<p>The 12 percent of recommended new corridor is part of a link in Orland Park to connect to the 159th Street corridor and the Tinley Creek Trail system. Orland Park could integrate this link into its new bicycle plan to allow bicyclists another route to the Tinley Creek Trail system.</p>
<p>SEEK GRANT ASSISTANCE FOR DESIGN AND CONSTRUCTION <i>Lead Implementers</i> SCM, Orland Park, Cook County Forest Preserve</p>	<p>The SCM should work with Orland Park to apply for funding opportunities in order to design and construct the link along 80th Avenue to complete the Tinley Creek Trail.</p>
<p>UTILIZE COMPLETE STREETS POLICIES <i>Lead Implementers</i> SCM, Orland Park, Cook County Forest Preserve, IDOT</p>	<p>The SCM and municipalities should work with IDOT (where appropriate) to ensure that the state's Complete Streets policy is used along the Tinley Creek Trail and other state jurisdiction roadways in the corridor. The SCM should encourage Complete Streets planning in municipalities within the corridor and create links to the corridor.</p>
<p>INSTALL REGIONAL SIGNAGE <i>Lead Implementers</i> SCM, Orland Park, Cook County Forest Preserve</p>	<p>Most of the Tinley Creek Trail corridor is existing (88 percent), making near-term signage a reality. Signage should focus on connecting to corridors and bike routes within communities to lead users to their destinations.</p>



5

Appendix

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Bike Lanes, Marked Shared Lanes, Side Paths and Buffered Bike Lanes

Bike lanes offer the highest level of safety for drivers and cyclists on streets with heavy traffic. On high-traffic arterial streets, with vehicle speeds of 30 mph or higher and sufficient width, establish five foot travel lanes 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. They also have proven to lower motor vehicle speeds, which results in lower crash severity.

Bicycle lanes require regular sweeping to keep lanes acceptably free of road debris. Marked shared lanes help drivers to expect and accept cyclists in the street and pass bicyclists with caution at an acceptable distance. For bicyclists, marked shared lanes encourage legal bicyclist behavior and raise cyclists' comfort levels, helping them ride more predictably and safely. Generally, marked shared lanes are not recommended on corridors with vehicle speeds higher than 35 mph. Corridors that are signed at 25 mph or 30 mph are more ideal for this marking. Marked shared lanes are best implemented with additional traffic-calming techniques, such as curb extensions or bump-outs, chicanes, medians, and vertical visual cues like trees, lights, and signs. Marked shared lanes can work well on corridors that have high traffic volume, if combined with sufficient traffic calming. This condition is typical of a central business district, where speeds seldom exceed 20 mph and block spacing and signal distances are more frequent.

Side paths or multi-use trails are a good option for corridors that have higher traffic counts, higher speeds, and longer block spacing. Side paths are off-street facilities that are typically shared with pedestrians. They can provide a pleasant riding experience for users who are less comfortable navigating high-volume traffic, and they tie in well with regional trail networks. These facilities should be a minimum of 8 feet wide, but preferably 10 to 12 feet. Adequate separation from the curb-face can be created by a tree row or parking lane. Buffered bike lanes and cycle tracks offer an alternative solution to side paths on corridors with higher ADT counts, higher speeds, and longer block spacing. A 2 to 3 foot painted buffer area to separate the vehicle travel lane from the bike lane can provide sufficient separation to improve the riding experience on heavily travelled arterial corridors. The advantage of a buffered bike lane over a side path is that it can be a more affordable solution if there is sufficient space within the curb-to-curb area.



Top left - example bike lane, top right - example shared lane marking, middle - example multi-use trail, bottom - example buffered left turn bike lane. (Source: The Chicago Bike 2015 Plan)

Southwest Conference of Mayors

Public Engagement Report

Presented by Active Transportation Alliance, November 2011



ACTIVE TRANSPORTATION
ALLIANCE

THE PLANNING PROCESS:

Creating a new way to plan for bicycles

As part of the Cook County Communities Putting Prevention to Work (CPPW) grant, the Southwest Conference of Mayors (SCM) partnered with the Active Transportation Alliance in order to update its 1996 Regional Bikeways Plan, a plan that has guided the development of regional bicycle facilities for the past 15 years. While the 1996 Plan was a strong one and well-received by the public, it was outdated and no longer accurately reflecting the existing conditions or priorities of the region. As a result, bicycle planning on a regional scale has largely fallen by the wayside. In order to reprioritize bicycling on a regional scale in the SCM area, it was clear that an update to the plan was needed.

Traditionally, the focus of many bicycle plans—especially municipal bicycle plans—is placed on facility design recommendations based on the ease of retrofitting existing roads. This, however, is somewhat of a mixed approach, low-travelled roads are often the easiest to make changes to in order to accommodate bicycles, but they are low-travelled precisely because they do not make the most efficient connections possible. As a result, these kinds of bicycle plans can propose “a network to nowhere,” diminishing the possibility of bicycling as a real transportation option.

For this plan, the main objective lay not in facility design recommendations, but rather setting network location priorities based on servicing key regional destinations while building upon existing local assets and mitigating the effects of long-standing network barriers. This method of network creation is unique in that it does not prioritize those roads that are traditionally “bicycle friendly,” that is, low-speed and low-traffic roads. Rather, this plan takes the approach that bicycling is a viable transportation option that will grow in popularity if potential riders are given efficient and safe routes on which to bike to regular destinations. In this way, corridors would have built-in audiences, so to speak, bicyclists that would use corridors from day one, simply because they offer a direct route to important locations throughout the region.

Central to achieving this task was community outreach conducted by Active Transportation Alliance staff that informed policy priorities and corridor alignment recommendations. Although the basic planning framework was established prior to meeting SCM representatives, the goal of linking important regional destinations as defined by

local residents was a central pillar of the planning process. Further expanding upon this expertise was an innovative survey process that engaged the community and gathered a massive amount of information regarding the elements nominated by the SCM Bicycle Plan Steering Committee.

HARNESSING LOCAL KNOWLEDGE:

Establishing a bicycle steering committee

In order to generate a successful Regional Bikeways Plan, it was essential to utilize the knowledge and opinions of those people who would live in the area and will be the main users of the network. As part of the plan-making effort, a dedicated SCM Bicycle Plan Steering Committee made up of over twenty members of SCM communities was formed to help guide the development. The steering committee helped to leverage the assets of the existing network through their expert knowledge of both local and regional transportation facilities. Additionally, SCM staff members joined the steering committee in order to represent the sub-regional government as a whole.

The SCM planning process included four Steering Committee meetings between June of 2011 and March of 2012. These meetings play an integral role in defining what is important for the members of the region. Over the course of the first two meetings, the steering committee nominated a series of priority categories put forth by Active Trans staff, including plan goals and objectives, critical pieces of existing infrastructure, key regional destinations, and an initial series of recommendations for network corridors. Although the categories themselves were suggested by Active Trans staff, the specific nomination items were all nominated by steering committee members.

In addition to the information provided by members of the SCM Bicycle Plan Steering Committee, Active Trans staff also undertook a significant research effort to understand what bicycle planning initiatives are already underway through existing bicycle, transportation, or comprehensive plans. Additionally, Active Trans worked with the Chicago Metropolitan Agency for Planning (CMAP) to gather data on existing bicycle facilities not only in the SCM area, but in the city of Chicago and neighboring sub-regions in order to make efficient connections both in and out of the region.

HARNESSING LOCAL KNOWLEDGE: Developing an effective resident survey

Following the second meeting, it was agreed that an outreach effort among residents would be undertaken to gauge what priorities were most and least important. Using the web-based survey tool Survey Monkey, Active Trans staff created a comprehensive survey which ranked the decisions and nominations drafted by the SCM Bicycle Plan Steering Committee. The survey, comprised of 12 questions, asked respondents to rank a series of questions, including the importance of nominated corridors, alternate alignment changes, barriers, assets, and regional destinations. Over the course of three weeks, 60 residents of the SCM area completed the survey, the results of the survey are synthesized in this active transportation plan.

In approaching this survey effort, however, establishing the methodology presented serious challenges. Most significant was the wide geographic scope in an area that encompasses more than 20 municipalities, this presents an issue when asking a resident of Oak Lawn about a highly specific intersection nearly 10 miles away in Orland Park. Along these same lines, it cannot be expected that any given SCM area resident would have a working knowledge of every specific regional destination. In order to mitigate these issues, it was decided to present a series of maps to survey respondents whenever a question referenced a geographic element. This is not a new technique. Maps have been used in conjunction with surveys extensively. Instead, Active Trans staff chose to focus on a technology that was powerful but familiar to users: Google Maps.

Harnessing Google Maps for surveys is a unique undertaking for both Active Trans and the field of urban planning in general. The benefit of this technology instantly became apparent. Users were able to focus on specific intersections that they were not immediately familiar to them, they could zoom in to a very fine scale and even explore the area using the street view feature. In this way, it is hoped that these maps increased the quality of resident responses and decreased the frequency of “no opinion” responses. Although this was the first time that Active Trans has used this tool for surveying, it is a much more powerful and interactive tool than static mapping and is something that will continue to be built upon for future plan-making endeavors.

While the benefits of this survey are tremendous, there are some limitations. In practice, this survey is more akin to a focus group since respondents were directly emailed the survey by a steering committee member. As a result, the survey did not function as a random survey for the public at large—it went to those residents who are already engaged in politics and bicycling in the area. However, the survey still had more than 60 respondents and garnered an enormous amount of information that was not previously collected, in addition, it was the first time a survey effort regarding bicycle planning had been done at this scale.

GOALS AND PRIORITIES

The SCM Regional Bikeways Plan makes practical recommendations for network alignment as well as policy reform based on priorities set by both the steering committee and the public at large. The first step in incorporating public opinion was the goal priority worksheet undertaken by the steering committee at the first meeting. Priority rankings are especially important because they allow both Active Trans staff and the populace at large to understand how this planning document has been framed and which policy decisions are most important to the region.

In order to understand what these priorities are, committee members were presented with a goal tally sheet which listed a number of priorities in three distinct categories: “network,” “facilities and amenities,” and “policy areas.” These options were rated on a scale from high priority to low priority. From this, the five highest priorities were:

1. Improved Crossings and Intersections
2. Transportation Funding Reform
3. Identifying Priority Regional Destinations
4. Identifying Cross-Jurisdictional Partnerships/
Projects
5. Bike Network Connecting to Open Space/Trails
5. Dedicated Bike Lanes/Paths/Other Facilities

Given this information, it became clear that the residents’ priorities lay in creating safe and dedicated bicycle facilities that will create a network linking both regional destinations and recreational trails and parks. Throughout the planning process—especially when drafting the final network and the alternate alignments—steps were taken to ensure that routes were both safe and efficient at making connections to key destinations.

SOUTHWEST CONFERENCE OF MAYORS STEERING COMMITTEE: GOAL PRIORITY RANKING

Priority	High	Medium High	Medium	Medium Low	Low	Total Weighted*
Improved Crossings and Intersections	4	3	-	-	-	32
Transportation Funding Reform	4	3	-	-	-	32
Identifying Priority Regional Destinations	5	1		1	-	31
Bike Network Connecting to Open Space/Trails	4	2	1	-	-	31
Dedicated Bike Lanes/Paths/Other Facilities	4	2	1	-	-	31
Identifying Cross-Jurisdictional Partnerships/Projects	3	4	-	-	-	31
Wayfinding Signage	4	2	-	1	-	30
Motorist Behavior	4	2	-	1	-	30
Pedestrian Network Connecting to Open Space/Trails	4	1	2	-	-	30
Identifying Priority Regional Bike-Ped Corridors	3	2	2	-	-	29
Bike/Pedestrian Amenities (<i>e.g. benches, trees, shelters</i>)	3	2	2	-	-	29
Direct Travel to Key Destinations	3	2	2	-	-	29
Education & Encouragement for Residents	3	2	2	-	-	29
School Siting and Transportation Policy	2	4	1	-	-	29
Bike Network Connecting to Transit	1	6	-	-	-	29
Pedestrian Network Connecting to Schools	3	2	1	1	-	28
Internal Government Practices	2	3	2	-	-	28
Land Use – Transportation Coordination	3	3	-	-	-	27
Transit Network Connecting to Regional Destinations	2	2	3	-	-	27
Bike Parking	1	4	2	-	-	27
Bike Network Connecting to Schools	3	1	1	2	-	26
Education & Encouragement for Employers	3	1	1	2	-	26
Pedestrian Network Connecting to Transit	1	4	1	1	-	26
Pedestrian Network Connecting to Retail/Employment	1	4	1	1	-	26
Bike Network Connecting to Retail/Employment	-	5	2	-	-	26
Bike/Pedestrian Scale Lighting	1	3	1	2	-	24

*Note: weights are 5, 4, 3, 2, 1 following from high to low rankings

REGIONAL DESTINATIONS

Active Trans' approach to the area's network design was based on a foundation of linking important regional destinations, so understanding those destinations that are most important to residents of the region was a central question. Over the course of two meetings with the SCM Bicycle Plan Steering Committee, a list was created that defined the area's most important entertainment destinations, job centers, and educational institutions. The following destinations comprise those destinations nominated by the steering committee. It should be noted, however, that while the following list contains no parks, forest preservers, or non-university schools, they were assumed to be high-priority destinations, given the results of the goal priority worksheet.

This list was included as part of the survey outreach, where survey participants were asked to rank each destination on a scale from "high priority" to "not a priority." Eight of the "highest priority" choices were places of employment or entertainment destinations, indicating that connecting to "everyday locations" is a priority for the SCM region.

SOUTHWEST CONFERENCE OF MAYORS SURVEY RESULTS: DESTINATION RANKINGS

	High Priority	Some Priority	Low Priority	Not a Priority	No Opinion	Rating Average
Moraine Valley Community College	14	2	0	1	0	3.71
Orland Square	10	4	1	0	1	3.60
Downtown Chicago	9	4	1	0	1	3.57
Little Red School House	10	6	0	1	0	3.47
Midway Airport	8	5	1	1	1	3.33
Palos Commuity Hospital	9	3	1	2	1	3.27
St. Xavier University	9	3	1	2	1	3.27
Toyota Park	7	4	2	1	2	3.21
US Cellular Field	7	4	2	1	2	3.21
Saginaw Nature Preserve	7	5	2	1	1	3.20
Advocate Christ Medical Center	7	2	3	1	2	3.15
Chicago Ridge Mall	6	4	2	1	2	3.15
O'Hare Airport	6	5	2	1	1	3.14
Trinity College	8	5	0	3	1	3.13
Wrigley Field	6	4	1	2	3	3.08
Tinley Park Community Center	4	7	1	1	3	3.08
Soldier Field	6	4	3	1	2	3.07
Lemont Area Historical Society	6	7	2	2	0	3.00
McCormick Place	6	3	4	1	2	3.00
United Center	5	5	3	1	2	3.00
Oak Lawn Community Pavillion	4	6	2	1	2	3.00
Bedford Industrial Corridor	3	5	3	1	3	2.83
Standard Bank Stadium	3	4	4	1	4	2.75
Gaelic Park	4	6	2	3	2	2.73
Little Company of Mary Hospital and Health Care Centers	3	5	2	3	2	2.62
McCord Gallery	2	5	3	2	4	2.58
Loyola University Hospital	2	6	3	3	1	2.50
Morton College	1	6	3	2	4	2.50
Metro South Medical Center	1	5	2	2	5	2.50
La Grange Memorial Hospital	2	4	5	2	2	2.46
Fay's Point	1	4	3	2	6	2.40
Ford City Mall	2	4	4	3	3	2.38
Triton College	1	4	4	2	4	2.36
Oak Forest Hospital	1	5	3	3	3	2.33
Ingalls Memorial Hosptial	1	5	2	4	4	2.25
Concordia University	1	5	3	4	3	2.23
Dominican University	1	4	3	4	4	2.17

PEDESTRIAN ZONES

In addition to key regional destinations, pedestrian zones are nearly as important. Pedestrian zones are different than regional destinations in that they are not single locations, they are areas of cities marked by a wide variety and a high concentration of shopping options. In these areas, residents will generally park their cars but spend the majority of their time walking—rather than driving—from shop to shop. In short, these pedestrian zones are traditionally the downtown core of older cities. Much like with the regional destinations, the SCM Bicycle Plan Steering Committee drafted a set of key pedestrian zones that the bicycle network would attempt to link. Following that, residents were prompted to rank their importance to the region both as entertainment areas and economic drivers.

The Southwest region has fewer downtown spaces than other areas of Cook County because it has only one Metra line that serves it. As a result, the pedestrian zones in the SCM area are largely accessible by automobiles only. This is especially true for Orland Park, one of the largest shopping hubs in the area. Making bicycle traffic a real possibility for these pedestrian areas, then, is a difficult but important proposition.

NETWORK ASSETS

While there is still a great deal of room for growth for bicyclists on the roads of suburban Cook County, there are already many excellent pieces of existing infrastructure. These make bicycling safer and more enjoyable for the residents as a whole and should be built upon as much as possible. Most often these assets take the form of well-designed intersections, excellent bicycle facilities, and trails. The existence of these assets are a significant resource for bicycling in the SCM area and any new routes should be designed, where possible, to take advantage of their presence.

The steering committee nominated the most significant assets for bicycling in the region, which were then ranked during the survey by the general population as a whole. The results show those assets that are the most effective and, presumably, the most used throughout the region. Generally, the highest-ranked assets were trails, bridges, or underpasses, all of which have the same function: increasing the safety of bicyclists by mitigating exposure to moving cars. To that end, when creating alternative alignments, Active Trans staff attempted to create connections to off-road trails where possible.

SOUTHWEST CONFERENCE OF MAYORS SURVEY RESULTS: PEDESTRIAN ZONE RANKINGS

	High Priority	Some Priority	Low Priority	Not a Priority	No Opinion	Rating Average
Downtown Palos Heights	10	7	1	1	4	3.37
Downtown Orland Park	13	5	0	3	2	3.33
Downtown Worth	9	4	5	1	2	3.11
Downtown Lemont	9	5	4	2	3	3.05
Downtown Oak Lawn	6	9	1	3	4	2.95

SOUTHWEST CONFERENCE OF MAYORS SURVEY RESULTS: ASSETS RANKINGS

	Very Important	Somewhat Important	A Little Important	Not Important	No Opinion	Rating Average
La Grange Rd. and 131st St.	11	2	4	0	1	3.41
I & M Canal Bridge	9	5	1	1	2	3.38
Southwest Highway Bridge	10	4	2	1	1	3.35
La Grange Rd. and Forest Preserve Trail south of Cal-Sag Rd.	9	6	1	1	1	3.35
Pedestrian Bridge over La Grange Rd.	10	4	3	1	0	3.28
La Grange Rd. and Forest Preserve Trail near 119th St.	9	3	3	1	2	3.25
Pulaski Rd. TIF District	3	1	5	2	7	2.45
St. Casimir Connection	3	2	4	3	6	2.42
Melvina Ditch and 95th St.	0	5	4	1	8	2.40

NETWORK BARRIERS

Simply stated, the road network in place in the SCM area is currently orientated towards cars. While there is generally more than enough room for cars and bicycles to share the road, there are key locations throughout the area that present significant safety hazard for bicyclists. Often, these barriers cannot be addressed with simple fixes and require heavy investment or drastic realignment of the roads. While it is in the interest of the network to create efficient connections between key locations, it cannot do so at the expense of cyclist's safety. A hazardous cycling environment—or even the perception of one—will keep riders off of the road, regardless of network alignment.

During the outreach period with the SCM Bicycle Plan Steering Committee, members nominated the locations in the region with the most hazardous intersections, dangerous access points, and poorly signed bicycle routes. Following an analysis of these by Active Trans staff, the community at large was given an opportunity to respond to these and determine which presented the greatest dangers to bicycling in the region.

SOUTHWEST CONFERENCE OF MAYORS SURVEY RESULTS: BARRIERS RANKINGS

	Major Barrier	Somewhat a Barrier	Minor Barrier	Not a Barrier	No Opinion	Rating Average
La Grange Rd. and Southwest Highway	7	5	1	0	4	3.46
La Grange Rd. and the Cal-Sag Trail	6	6	0	1	3	3.31
Harlem Ave. and the Tinley Creek Trail near Sundale Park	6	2	2	1	6	3.18
Harlem Ave. and the Tinley Creek Trail near 143rd St.	7	2	3	1	4	3.15
La Grange Rd. and Archer Ave.	6	5	2	2	2	3.00
111th St. and the Southwest Highway	6	5	0	3	1	3.00
Southwest Highway River Bridge	5	6	3	1	2	3.00
95th St. and Harlem Ave.	5	4	3	1	3	3.00
95th St. and Southwest Highway	4	4	2	1	3	3.00
12. Cicero Ave. and Cal-Sag Channel	5	3	2	2	3	2.92
Harlem Ave. and the Tinley Creek Trail near 131st St.	5	2	4	1	4	2.92
111th St. and Cicero Ave.	4	5	1	2	3	2.92
104th Ave. and the Cal-Sag Trail	3	6	3	1	3	2.85
127th St. and Cicero Ave.	4	3	2	2	4	2.82
87th St. & Cicero Ave.	3	5	1	2	4	2.82
87th St., Pulaski Rd., and the Southwest Highway	2	5	2	1	5	2.80
129th St. & Metra Lines	3	4	2	2	4	2.73
Tampier Slough Woods Wetlands	5	2	3	3	4	2.69
115th St. and Cicero Ave.	2	5	2	3	3	2.50
Centennial-Argonne Trails	1	5	3	2	4	2.45
ComEd Right of Way	2	2	0	3	7	2.43
Hayford Junction Rail Yard	1	2	2	2	9	2.29

THE PROPOSED 2012 REGIONAL NETWORK

The previous sections already described—regional destinations, pedestrian zones, barriers, and assets—were all used to inform the structure of the network. It was necessary to understand those elements, given the overarching goal of the plan: creating an efficient bicycle network that would connect key destinations while maximizing rider safety and utilizing existing infrastructure. The process of identifying the corridors that would make up the final network began with the members of the SCM Bicycle Plan Steering Committee, who nominated those corridors that best created connections within the region, especially to previously identified regional destinations.

Following that, Active Trans staff took the nominated corridors and amended them where necessary to better take understand safety concerns, feasibility restraints, while maximizing connectivity and building upon existing bicycle facilities. This effort also entailed a detailed analysis phase to understand the geographic proximity to important areas and the extent to which they were existing or had already been planned for as part of previous planning efforts. The result was a set of corridors that firmly established a regionally serving network that connects individual municipalities.

Finally, the corridors were presented to the public at large during the survey. Respondents were first asked to rank the corridors in terms of making connections throughout the region. Next, the survey asked how effective those corridors that underwent alignment changes were in comparison to the original nomination. This data is especially useful in that it can show what corridors are most important to residents and, therefore, are most likely to be used should they be implemented.

SOUTHWEST CONFERENCE OF MAYORS SURVEY RESULTS: CORRIDORS RANKING

FINAL CORRIDORS

	High Priority	Some Priority	Low Priority	Not a Priority	No Opinion	Rating Average
Preferred Southwest Highway Alignment	10	5	1	0	10	3.56
Preferred La Grange Road Alignment	10	6	1	1	9	3.39
Cal-Sag Trail	14	6	1	3	3	3.29
Wolf Road-Willow Springs Road	11	9	3	1	3	3.25
Preferred Archer Avenue-Centennial Trail Alignment	8	5	2	1	10	3.25
159th Street	14	3	4	3	3	3.17
Preferred Harlem Avenue Alignment	9	6	2	2	8	3.16
Oak Lawn Connector	5	6	3	1	12	3.00
Roberts Road	6	7	4	2	8	2.89
Tinley Creek Trail	9	8	4	4	2	2.88
McCarthy Road	8	8	3	4	4	2.87
111th Street	6	10	1	4	6	2.86
ComEd Right of Way	4	9	6	1	7	2.80
Preferred Cicero Avenue Alignment	3	5	3	3	12	2.57
Preferred 87th Street Alignment	3	5	4	3	12	2.53
Pulaski Road	5	5	3	6	8	2.47

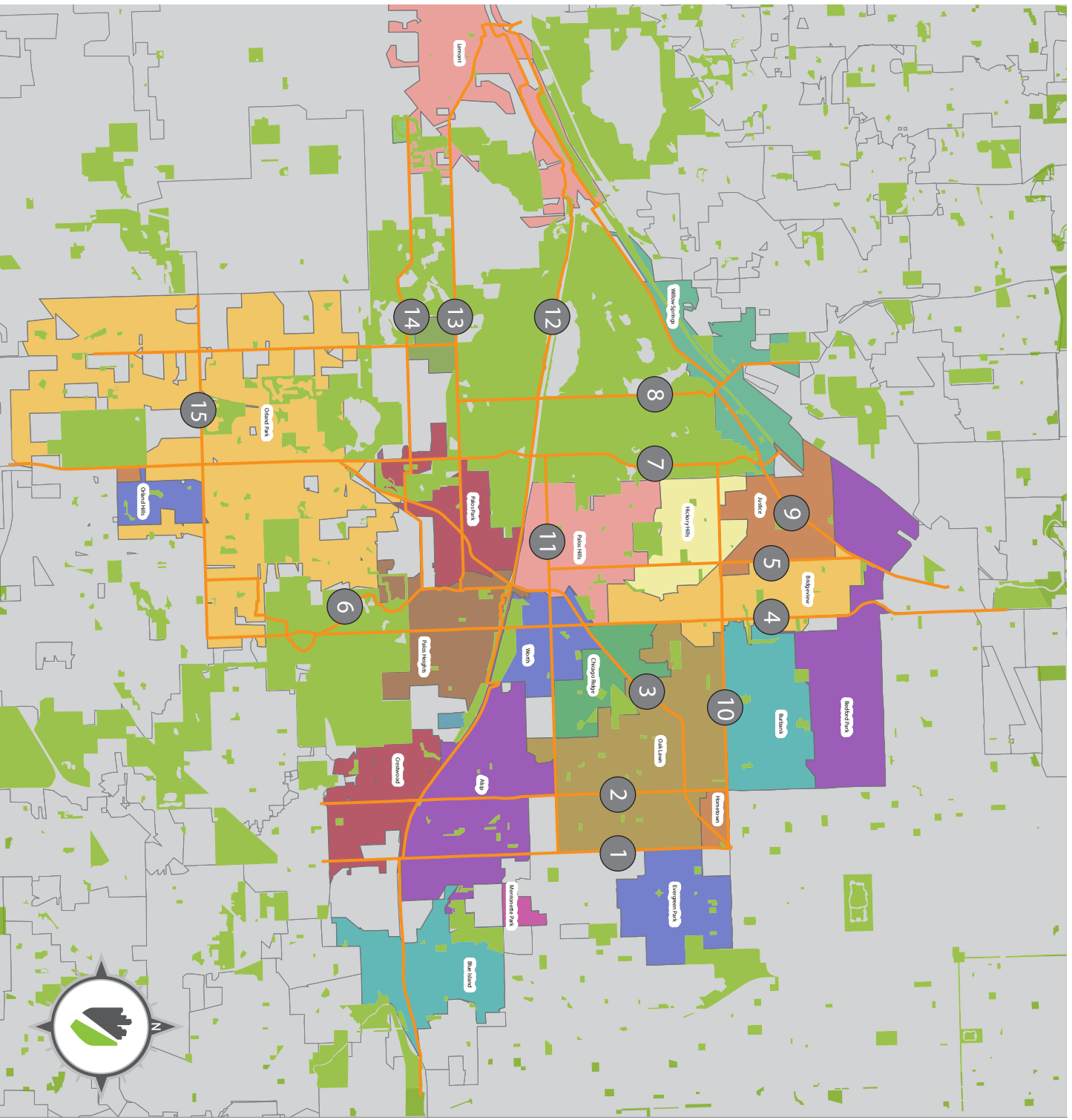
CORRIDORS AS NOMINATED

	Very Effective	Somewhat Effective	A Little Effective	Not Effective	No Opinion	Rating Average
Southwest Highway Nominated Corridor	14	6	1	0	5	3.62
LaGrange Road Nominated Corridor	12	6	4	0	5	3.36
Harlem Avenue Nominated Corridor	14	3	5	1	4	3.30
Archer Avenue Nominated Corridor	8	8	2	2	7	3.10
Cicero Avenue Nominated Corridor	5	8	4	3	7	2.75
87th Street Nominated Corridor	5	9	4	4	5	2.68

Engagement Report Nominated Routes

Working Draft - 2011

- 1 Pulaski Rd. Corridor
- 2 Ciero Ave. Corridor
- 3 Southwest Highway Corridor
- 4 Harlem Ave. Corridor
- 5 Roberts Rd. Corridor
- 6 Tinley Creek Trail
- 7 La Grange Rd. Corridor
- 8 Wolf Rd. Corridor
- 9 Archer Ave. Corridor
- 10 87th St. Corridor
- 11 111th St. Corridor
- 12 Cal-Sag Trail
- 13 McCarthy Rd. Corridor
- 14 131st St. Corridor
- 15 159th St. Corridor

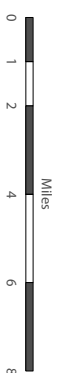


Prepared by: Active Transportation Alliance
Data Sources: CMAP, SCM, and SCM Member Municipalities
Map Issued: November, 2010

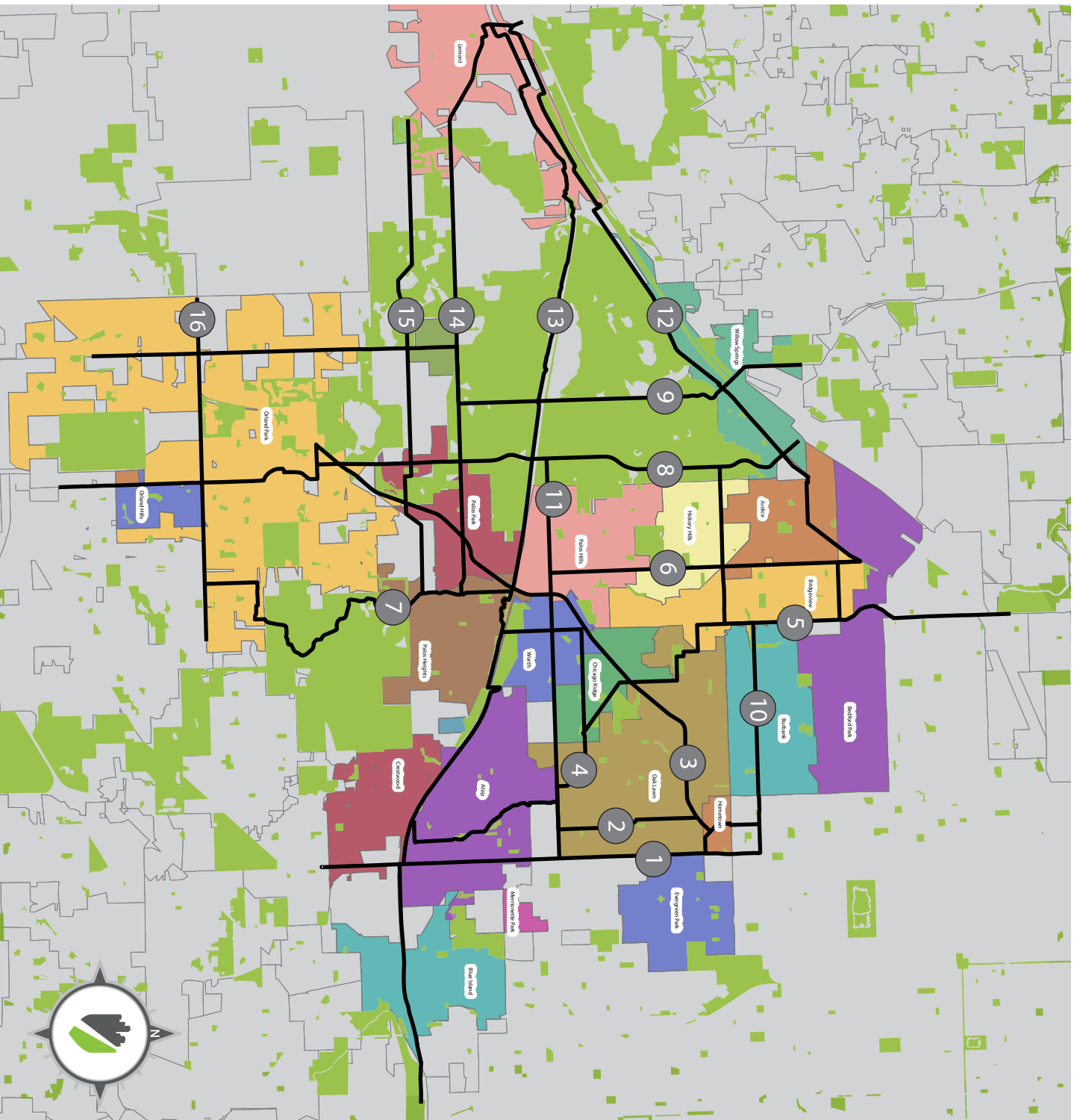
Engagement Report Planned Routes

Working Draft - 2011

- 1 Pulaski Rd. Corridor
- 2 Cicero Ave. Corridor
- 3 Southwest Highway Corridor
- 4 Oak Lawn Connector
- 5 Harlem Ave. Corridor
- 6 Roberts Rd. Corridor
- 7 Tinley Creek Trail
- 8 La Grange Rd. Corridor
- 9 Wolf Rd. Corridor
- 10 87th St. Corridor
- 11 111th St. Corridor
- 12 Archer Ave. Corridor
- 13 Cal-Sag Trail
- 14 McCarthy Rd. Corridor
- 15 131st St. Corridor
- 16 159th St. Corridor



Prepared by: Active Transportation Alliance
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Map Issued: November, 2010





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