MELROSE PARK ACTIVE TRANSPORTATION PLAN







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Acknowledgements

ACTIVE TRANSPORTATION PLAN STEERING COMMITTEE

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

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ABOUT THE HEALTHY HOTSPOT INITIATIVE

This project was supported by the Healthy HotSpot Initiative.



Healthy HotSpot is an initiative led by the Cook County Department of Public Health that aims to build healthy places in suburban Cook County through community partnerships. For more information, visit **healthyhotspot.org**.

ABOUT THE CONSULTANTS

Active Transportation Alliance is a coalition of people who want safer, healthier and more convenient transportation choices. We envision walkable communities, networks of trails and other types of bikeways, reliable transit and safe and easy biking.

We envision the region with half as many crashes and where half of all trips are made by walking, biking and transit. We promote walking, bicycling, and public transit to create healthy, sustainable and equitable communities.

Our staff includes planning, policy, and education experts who developed many of the best practice programs and recommendations included in this plan.

ACTIVE TRANSPORTATION ALLIANCE PROJECT TEAM

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INTRODUCTION

Creating an Active Transportation Plan for Melrose Park

CHAPTER 1 | INTRODUCTION

1.1 Introduction

Developing a plan to make walking and biking a safe and convenient form of travel in Melrose Park.

The Village of Melrose Park received an Active Transportation Plan technical assistance grant from Active Transportation Alliance via the Healthy HotSpot Initiative. Melrose Park's goal is to identify a holistic approach to making the community safer and more accessible to people travelling on-foot or by bike that both considers opportunities for future growth and builds on the community's existing low-traffic streets and nearly complete sidewalk network, connecting people to the places they live, work, and play. Recognizing that Triton College is a major destination for members of the community, this plan extends beyond the Village's boundary to include recommendations for connectivity to its campus.

This is the first community-wide plan developed by the Village that focuses solely on nonmotorized transportation improvements, though the recommendations build off of improvements included in previous planning studies and projects, including the Broadway Avenue Corridor Plan, the Division Street streetscaping project, and the newly constructed North Avenue multi-use path. Recommendations for Triton College build on previous work to create better pedestrian access on-campus and to increase bike parking.









1.2 Benefits of Active Transportation

Better health and safety are among the many reasons for communities to support active transportation.

This plan includes recommendations tailored to the Melrose Park community and Triton College, and points to a path for prioritizing future implementation. By simply having a plan, the community will be in a better position to apply for state and federal transportation grants and will better be able to articulate goals and priorities for future roadway improvements. Beyond grant funding and prioritization, there are additional health, social, and environmental benefits to creating a walkable, bikeable community. These include:

HEALTH

Walking and biking are easy, affordable and convenient ways to not only get exercise, but also to travel. With inactive lifestyles and chronic disease on the rise, promoting walking and biking is more important than ever. People are encouraged to get at least 30 minutes of physical activity per day, which can easily be achieved by substituting one short car trip with a trip on a bike or on foot.

EQUITY

About 1/3 of our population either cannot drive or does not have reliable access to a car. This includes children, seniors, people with disabilities, and people with limited means. These groups depend on walking, bicycling, and transit, but often do not have a safe and efficient network of sidewalks, bikeways, and transit amenities to reach destinations like work, school, and grocery stores.

SAFETY

Active transportation facilities have safety benefits for all roadway users. Many of the built environment changes that support walking and biking have positive safety benefits for all roadway users by creating a safe place for pedestrians and cyclists, and by encouraging more cautious driver behavior though complete design.

ECONOMIC

Walking and biking are an affordable way to travel and create positive economic outcomes for communities. The cost to an individual to own, maintain and drive a car on a regular basis is about 12 times higher than transportation costs for a person who relies on bicycling. A complete and well-connected bicycle and pedestrian network also has a positive effect on local spending. Cyclists and pedestrians make more frequent trips to local shops, resulting in more dollars for the local economy.

SOCIAL

People who walk and bike have more opportunities to connect with each other. More connections encourage people to be active, happy and socially engaged.

ENVIRONMENTAL

Nearly half of all trips are less than three miles, and more than a quarter of trips are less than one mile . Shifting these shorter distance motor vehicle trips to walking, biking or transit reduces greenhouse gas emissions and contributes to cleaner air and reduces traffic congestion.

Melrose Park Today and its Vision for Tomorrow

Melrose Park is an established community with a large network of sidewalks, good transit access, and multiple opportunities for improving biking connections.

Melrose Park is a flourishing west suburban community characterized by its diverse population, traditional neighborhoods, tree lined streets, and healthy mix of local and regional commerce. The community's Metra Station, Pace bus routes, and proximity to the Des Plaines River Trail provide a backbone to fill in gaps in the growing regional active transportation network. Community businesses on Broadway Avenue and Division Street, schools, and parks offer opportunities for residents to make daily trips on foot or by bike. It is home to two hospitals and many major employers, all of which attract commuters using a variety of modes of travel.

Triton College, located just north of the Village is a commuter school that draws students from the near-western suburbs. Students travel from and through Melrose Park each day using multiple modes of transportation. The campus has made grade progress over the years on its commitment to sustainability by providing ample bike parking, increasing and enhancing its inter-campus walking paths, and building bioswales in its parking lots. Its next step is to develop initiatives that encourage more students to walk, bike, and take transit to campus. In doing so, the college recognizes that this goal is only achievable if it partners with neighboring communities to create a connected network of pedestrian and bicycle facilities that reach its campus.

MELROSE PARK'S VISION FOR ACTIVE TRANSPORTATION

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

As such, the Village developed the following vision for this plan:

The Village of Melrose Park endeavors to build a safe, healthy, accessible network of active transportation facilities to benefit people of all ages and abilities that connects to local and regional destinations. Through infrastructure, events, and activities, the Village will promote walking and biking as a viable means of transportation.

MELROSE PARK ACTIVE TRANSPORTATION PLAN

1.4 Planning Process

The vision and recommendations featured in this plan are the result of a multi-step public engagement process.

The project team engaged members of the public in a variety of ways to ensure that the plan reflects the priorities of the community.

ESTABLISHED A STEERING COMMITTEE

A group of residents and staff from the Village of Melrose Park, Melrose Park Public Works Department, Melrose Park Fire Department, Veterans Park District, Melrose Park Police Department, Triton College, Community Alliance and School District 89 gathered together to create the plan's steering committee, which guided the planning process. Their time, insight, and informative perspectives shaped the recommendations included in this plan. A complete list of steering committee members is available in the Acknowledgements section. Steering committee members contributed in the following ways:

Developed the vision and goals for the plan.

Identified planned, existing, and desired bicycle and pedestrian projects

Engaged the communities they represent in the planning process by distributing information about meetings and events for this plan, publishing press releases in local papers, posting electronic flyers on their organization's websites, and distributing flyers and links to an online survey.

Participated in field research and shared relevant data.

Reviewed the research and recommendations made by the consulting team to ensure that the plan was reflective of their group's priorities for walking and bicycling.

DEVELOPED A DEEP UNDERSTANDING OF THE COMMUNITY AND ITS TRANSPORTATION NETWORK

The existing conditions analysis involved creating a series of maps to analyze bicycle crashes, existing and planned bicycle and pedestrian infrastructure, roadway jurisdiction, roadway width, average daily traffic, and local and regional transportation plans. Using this analysis, the consultants developed a draft network of bicycle and pedestrian priority streets and recommended context sensitive design solutions for Melrose Park and Triton College to implement. Based on public engagement and steering committee feedback the project team also prepared policy, program and implementation recommendations. The steering committee reviewed the recommendations and provided valuable feedback that guided the final plan.

ENGAGED THE PUBLIC

More than 100 residents and Triton College students offered input on community destinations, challenging intersections, and ideas for infrastructure improvements, new policies, and programs. Engagement activities included a request to fill out an online survey, targeted outreach at Triton College and the Expo of Programs and Services, and a community meeting at the Melrose Park Senior Center. Because Melrose Park is a bi-lingual community, outreach was conducted in both English and Spanish.

CHAPTER 1 | INTRODUCTION

1.5 How to Use This Plan

This plan is organized into 5 chapters, each of which has a specific focus on strategies, tools, or implementation steps to create a more walkable and bikeable community.

CHAPTER 1

Discover Melrose Park's goals and priorities for creating a more walkable and bikeable community.

CHAPTER 2

Look here for an analysis of existing and planned conditions and input from the community.

CHAPTER 3

Find out which streets and intersections are targeted for specific infrastructure improvements to prioritize the use of active transportation.

CHAPTER 4

Learn more about the benefits and features of the bicycle and pedestrian facilities and amenities recommended in Chapter 3.

CHAPTER 5

See which policies and programs could be implemented to enhance and support the use of active transportation in the community.

CHAPTER 6

Learn about the ways that Melrose Park can prioritize projects using different sets of criteria and potential funding sources to build its network and run programs.

EXISTING CONDITIONS

A Snapshot of Melrose Park's Current Transportation System

CHAPTER 2 | EXISTING CONDITIONS

2.1 Overview

Existing data sets, plans, and community engagement informed the recommendations in this plan.

Prior to preparing recommendations, the project team set out to understand Melrose Park's current roadway network, important community destinations, and the goals, priorities, and characteristics of the people that live there. The purpose of this existing conditions assessment is twofold:

To analyze and understand the barriers and opportunities to walking, biking, and transit in Melrose Park.

To identify high priority populations that are most in need of better access to pedestrian and bicycle facilities. The project team implemented the following process to reach these goals:

Assembled a Steering committee of community experts and stakeholders to discuss goals, priorities, and existing conditions

Engaged members of the broader community through an online survey and a public meeting and other targeted community events

Analyzed US Census data

Reviewed existing plans and studies for relevant information

Reviewed Illinois Department of Transportation roadway and crash data

Conducted on-bike fieldwork to gain first-hand observational on-the-ground information on what it's like to walk and bike in Melrose Park

Reviewed Village code and development guidelines

Through this process, the following questions were considered:

Who lives in Melrose Park and who will most benefit from a multi-modal transportation system?

What are Melrose Park's existing roads like?

What active transportation projects have local and regional plans prioritized in previous studies?

What priorities did the community articulate in this planning process?

²² Demographics and Equity

Melrose Park is a diverse community with unique needs to consider when developing an active transportation plan.

Melrose Park is an ethnically diverse community that more than 25,000 people call home. Nearly 70% of the population identifies as Hispanic or Latino. About 35% of the population reports speaking English less than "very well." About 34% of the population over the age of 25 has no high school degree. The majority of the population over the age of 16 drives or carpools to work, with 12% reporting that they walk, bike, take transit, or use another means of travel. High priority groups for active transportation considerations include the 10% of the population that is over the age of 65 and the 30% of the population that is under the age of 18. The majority of residents are Caucasian (54%). 74% of the population identifies as Hispanic or Latino.

In order to ensure that the highest priority populations have access to active transportation facilities, the project team conducted a demographic equity analysis, focusing on the unique populations that make up the community. The following variables were included: population speaking English less than "very well," age (younger than 18 or older than 65), median household income, and population density. A combined map of these variables is featured on the following page, that shows the community "hot spots" for priority populations.



MELROSE PARK'S YOUTH POPULATION IS ONE OF THE PRIORITY DEMOGRAPHICS FOR THIS PLAN. IMAGE COURTESY OF SARA RODRIGUEZ.

CHAPTER 2 | EXISTING CONDITIONS

FIGURE 2A: DEMOGRAPHIC EQUITY



Low

²³ TransportationNetwork

The roadway network within Melrose Park is a mixture of calm residential streets that are comfortable for pedestrians and cyclists and high-speed arterials with limited facilities and amenities for non-motorized transportation users. Each road type will warrant different recommendations to ensure the comfort and safety of all users of the road.

ROADWAY NETWORK

Melrose Park's roadway network has a mix of local roads, collectors, and arterials. Below is a summary of each road by type:

LOCAL ROADS

The Village's local roads are typically quiet residential streets and include a near complete network of sidewalks. Due to relatively low traffic volume on these streets and low observed vehicle speed, Melrose Park's residential streets are already ideal for walking and provide a low-stress experience for cycling.

Between North Avenue, 25th Street, Lake Street, and 1st Avenue, there is a well-connected grid of low-stress routes for pedestrians and cyclists to choose that connect residents living within these areas to local parks and schools. They also provide a back entrance to shops along North Avenue and Lake Street. 25th Ave and the North and Western Railroad Tracks separate the western part of the community from the east. Enhancements, to a select number of intersections, particularly at arterials and collectors, will further enhance the comfort of pedestrians and cyclists along these roads, making active transportation trips in these areas an even more attractive option.

COLLECTORS

Collector streets are designed to funnel traffic off of local roads and direct it to major roads. North/south collectors in Melrose Park include a small section of 31st, Broadway, 9th and 5th Avenues. The Village's east/west connections include Chicago Avenue and most of Division Street. Broadway, 9th and 5th Avenues have relatively low traffic for their current lane configuration. Due to the relatively low average daily traffic on each of these streets, they could be enhanced for cyclists with the addition of on-street bike lanes and targeted intersection improvements. Both Broadway and 9th Avenues are owned and maintained by Melrose Park. 5th Avenue is controlled by the Illinois Department of Transportation and will require the agency's approval to move forward with any potential changes.

ARTERIALS

Lake Street, North Avenue, Mannheim Road, 1st Avenue and 25th Avenue are major thoroughfares with high traffic volumes. These streets are uncomfortable for cyclists and pedestrians to travel along and across without a dedicated, separated path. Crossing these roads at intersections can be challenging for non-motorized users of the road, particularly where there are no traffic controls, pedestrian signals, or marked crosswalks. Examples of difficult crossings include 1st Avenue to access Thatcher Woods, 5th Avenue at North Avenue, Lake Street at 17th Avenue, and 25th Avenue at Augusta Street. Melrose Park's arterial roads are controlled by the Illinois Department of Transportation (IDOT), necessitating the need for intergovernmental coordination to carry out this plan's recommendations.

FIGURE 2B: ROADWAY JURISDICTION AND AVERAGE DAILY TRAFFIC



BICYCLE NETWORK

Within the Village, the existing bicycle network is limited. The Village recently began constructing a multi-use path on North Avenue, which has been a major barrier to non-motorized travel. This project can serve as a model for future successes aimed at building out its bike network. Besides North Avenue, there are no other existing bicycle facilities within the community's boundary. Looking beyond the Village's boundary, there are several regional trails that are within bicycling distance that should be considered for regional connectivity. The Des Plaines River Trail begins northeast of the Village, the Illinois Prairie Path is about one-mile south of the community, and the Salt Creek Trail is about 3.5 miles south of the community.

PEDESTRIAN NETWORK

The Village has a nearly comprehensive sidewalk network with a few gaps on local, collector, and arterial roads. Within Melrose Park, there are gaps in the sidewalk network in the following areas:

Armitage Avenue between West Avenue and 17th Street

West Street between Armitage Avenue and the Village limit

Sections of North Avenue between 1st Avenue and 25th Street

Augusta Avenue between 9th and 11th Avenues

1st Avenue

9th Avenue between Augusta and Chicago Avenues and between North Avenue and Silver Creek 13th Avenue between Division Street and Chicago Avenue

15th Street between North Avenue and Bloomingdale Avenue

17th Street between North Avenue and Bloomingdale Avenue

18th Street between North Avenue and Bloomingdale Avenue

25th Avenue between Hirsch and North Avenue and 11th and Main Street

Outside of the Village limits, 1st Avenue to Des Plaines River Road and 5th Avenue between North Avenue and Elsie Drive have sidewalk gaps that impede safe travel for Triton Students. On campus, Triton has created dedicated walking routes to connect students from parking lots to buildings. At several access points, the College has informational signage and wayfinding signage to help students and visitors navigate.



WHILE THERE ARE NO EXISTING ON-STREET BICYCLE FACILITIES IN MELROSE PARK, ITS QUIET RESIDENTIAL STREETS ARE ALREADY GREAT PLACES TO BIKE AND MOST OF ITS BLOCKS HAVE SIDEWALKS FOR PEDESTRIANS.

2.4 Crashes

Roads and intersections with pedestrian and bicycle crashes can indicate that there is a need for improved facilities.



ARTERIALS LIKE LAKE STREET HAD HIGHER RATES OF PEDESTRIAN AND CYCLIST CRASHES IN MELROSE PARK.

Given Melrose Park's density and large number of pedestrians, it is not surprising that the community has had a number of crashes involving pedestrians and cyclists over the past 6 years. There were 40 crashes involving cyclists between 2009 and 2014 that resulted in injuries. Many of the cyclists that were hit were riding against traffic. Lake Street and North Avenue experienced more pedestrian and bicycle crashes than other corridors in the community, and particularly on North Avenue at intersections.

There were 54 crashes in which pedestrians were injured between 2009 and 2014. The North Avenue and Lake Street corridors both had higher than average crash rates. There were a variety of reasons for crashes, including pedestrians crossing against signals. Many of the crashes involved pedestrians in crosswalks where drivers failed to yield the right-of-way to them.

FIGURE 2C: BICYCLE AND PEDESTRIAN CRASHES



△ Injury Crash Involving Cyclist(s)

Injury Crash Involving Pedestrian(s)

C VillageBoundary

2.5 Previous Planning Studies

Local and regional plans were reviewed to ensure consistency across recommendations.

BROADWAY AVENUE CORRIDOR PLAN, 2015

In 2015, the Village of Melrose Park partnered with the Regional Transportation Authority to develop the Broadway Avenue Corridor Plan. The plan identifies strategies to enhance the business district through updates to the zoning code, design standards, land use patterns, and transportation circulation. The plan's goals around active transportation included enhancing the environment for pedestrians, cyclists, and transit users and enhancing the Metra station and Pace bus stops. The plan includes recommendations to improve intersections for pedestrians by installing countdown signals, restriping faded crosswalks, installing bump-outs, and enhancing urban design through textured pavement and lighting. For bicycle infrastructure, the plan recommends dashed bike lanes adjacent to bus stops.

WEST CENTRAL MUNICIPAL CONFERENCE BIKE PLAN, 2012

This plan identifies regional and local routes to be prioritized for cyclists, all aimed at connecting to trails and major destinations. In Melrose Park, North Avenue, Lake Street, Mannheim Road, and 25th Avenue are identified as regional corridors. Each of these roads provides access to major trails, such as the Illinois Prairie Path and the Des Plaines River Trail. Chicago Avenue and Broadway are identified as local streets for cyclists.

FIGURE 2D: RECOMMENDATIONS FROM PREVIOUS PLANNING STUDIES



- Planned Bikeway
- Programmed Bikeway

Data Source: West Central Municipal Conference, CMAP, Village of Maywood, Cook County Forest Preserve District

2.6 Community Engagement

Approximately 100 residents, Triton College students, and stakeholders gave input on the plan, through either participation in the steering committee, an interactive workshop, at local outreach events, or by responding to the online survey.

The community responded favorably to the plan. Many of the participants in the planning process either walk or bike regularly in Melrose Park, and were instrumental in identifying critical opportunities and challenges.

Some common themes emerged from resident feedback, which can be categorized as barriers to active transportation and destinations

NORTH AVENUE

The community engagement for this plan commenced prior to the start of construction on the North Avenue sidepath. As such, nearly everyone that participated in the planning process identified a lack of sidewalks on North Avenue as a major barrier to active transportation. Thus, the sidepath will be a welcome new facility for many in the community. In addition to sidewalks, several intersections along North Avenue were called out by the community, 5th Avenue, 9th Avenue, and 19th Avenue in particular.

5TH AVENUE

Triton College students underscored the importance of filling in the sidewalk gap on 5th Avenue between Elsie Drive and North Avenue. While this project is currently in an unincorporated area, the eventual redevelopment of the Maywood Race Track could be an opportunity to fill in the network gap. 5th Avenue was also targeted as a desired bike route by many of the stakeholders we spoke to.

RICE STREET/LAKE STREET/ CHICAGO AVENUE/17TH AVENUE

This area includes the George Leoni Complex, Melrose Park Elementary School, the Melrose Park Library, and Carnicerias Jimenez. It is quite congested each morning and afternoon during school drop-off and pick-up times and during grocery store delivery hours. In addition, the confusing intersection at Chicago Avenue/17th Street/ Lake Street does not function well during drop-off and pick-up times, as noted by residents and stakeholders.

VILLAGE OFFICE COMPLEX

The Village Office Complex is nestled between railroad tracks and 25th Street, both of which are barriers to accessing it from residential areas. Residents identified the need to improve access to the complex by filling in sidewalk gaps on 25th, identifying a way to cross the railroad tracks, and improving street crossings on 25th Street. Several residents also noted the need to improve bicycle and pedestrian access to the area during community festivals.

METRA STATION

The Melrose Park Metra Station is a major asset, but residents articulated the difficulty of accessing the station. Station improvements were identified as an important step to take in enhancing the station, as well as creating safer crossings around the station for pedestrians.

The Village is working on commuter accessibility

improvements and could incorporate accessibility improvements into the design.

LOCAL EVENTS AND RIDES

Several members of the community noted that there is a lack of bike rides and bike-related events in Melrose Park and other nearby communities.

TRITON COLLEGE

Students identified a variety of strategies that the College could undertake to encourage more walking, biking, and transit trips to campus. Ideas that rose to the top of their list include creating a map that identifies bicycle and transit routes to access campus, giving students incentives for walking, biking, or taking transit to school, and organizing group rides.



RESIDENT DISCUSSES CROSSING IMPROVEMENTS DURING OUTREACH EVENT.



TRITON COLLEGE STUDENTS BRAINSTORM IDEAS FOR INCREASING WALKING AND BIKING TO CAMPUS AND WITHIN MELROSE PARK.

FIGURE 2E: COMMUNITY ENGAGEMENT RESULTS



- Identified Barriers
- Current Biking and Walking Route
- Identified Destinations
- Desired Biking and Walking Route

CHAPTER 2 | EXISTING CONDITIONS

2.7 Existing Policies

Creating a pedestrian and bicycle friendly community is not just about building bike lanes and sidewalks. Programs and policies can inspire and help more people walk and bike for transportation.



COMMUNITY WORKSHOP PARTICIPANTS WEIGHED IN ON PROGRAMS AND POLICIES THAT THEY WOULD LIKE TO SEE IN MELROSE PARK.

MUNICIPAL CODE

The Village code includes an extensive section on bicycles under chapter 10.60. The code requires cyclists to use lights at night, ride single file, signal before turning, and observe traffic regulations. Village code also permits cycling on sidewalks.

The Village does not currently have a complete streets policies or developer guidelines that lay out guidance for pedestrian and bicycle design.

ACTIVE TRANSPORTATION NETWORK

Ideas for developing a robust network of streets and trails to prioritize the use of active transportation.

Active Transportation Network

The plan identifies a network of priority streets for the inclusion and/or enhancement of pedestrian and bicycle facilities. Once constructed, people of all ages and abilities will be able to access destinations on foot and by bike, both inside and outside of the community, and the Village will be a more active place.

As Melrose Park works to maintain and improve the streets in this network, this section should be referenced to ensure that, wherever possible, adequate bicycle and pedestrians facilities are constructed. See Chapter 4 Toolbox for additional guidance on bicycle and pedestrian facility design.

THE NETWORK DEFINED

The Melrose Park active transportation network is designed to make biking and walking trips from residents' homes to neighborhoods, trails, schools, parks, jobs, shopping areas, community centers, and transit stops a safe, convenient experience. A well-connected network will provide residents the choice to make local and regional trips without a car. With older adults choosing to age in place, youth seeking independence, and the ever increasing cost of car travel and the public health and environmental impacts, a complete active transportation network is designed to accommodate the residents of Melrose Park as the community grows and changes.

Melrose Park will implement many of these recommendations at the local level. Some, however, will require coordination with the Illinois Department of Transportation (IDOT), Triton College, as well as neighboring municipalities. For these projects, this plan communicates the priorities of the Village, its residents, and Triton College students to those agencies and the region.

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

Bicycle Network

Pedestrian Network

Intersection Improvements

The map on the following page depicts the full recommended active transportation network for the Village of Melrose Park. Specific corridor recommendations are detailed in the remaining sections of this chapter.

FIGURE 3A: PROPOSED ACTIVE TRANSPORTATION NETWORK



- ----- Bike Lane, Proposed
- —— Bike Lane, Programmed
- ----- Neighborhood Greenway, Proposed
- Path, Existing

- ---- Path, Proposed
- ---- Sidepath, Proposed
- Sidepath, Existing/Under Construction
- --- Regional Bike Route, Planned
- Regional Bikeway, Programmed

3.2 Bicycle Network

The bike network provides context-sensitive recommendations for bike facilities that connect residents to key destinations based on an analysis of existing conditions and community engagement.



THE NEW SIDEPATH ON NORTH AVENUE WILL PROVIDE A CRITICAL CONNECTION FOR MELROSE PARK RESIDENTS AND TRITON COLLEGE STUDENTS TO LOCAL AND REGIONAL SHOPPING PLAZAS.

Melrose Park's proposed bicycle network is designed to provide a low-stress experience for people to access destinations both within and outside of the community and access regional trails. It features a combination of off-street sidepaths on roads with high speeds and high traffic volumes and bike lanes or neighborhood greenways on residential streets with low vehicle volumes and low speeds. The proposed and existing sidepaths are located on roadways that provide direct and convenient east/west and north/south connections across the community. They are on higher speed roadways that require separated facilities to facilitate safe cycling for all ages and abilities. However, within the center of the community are many residential neighborhoods, with streets that are already much more comfortable to bike on-road. On these streets, bike lanes or neighborhood greenways are sufficient and there is ample space within the curb-to-curb pavement to include them and maintain parking. Including bike lanes or other pavement markings on these roadways will narrow the vehicle travelway and alert drivers to the presence of cyclists, which will in turn slow down traffic, making it a safer environment for all roadway users

The following section breaks out the bikeways by facility type and includes maps of each. Design specifications for each facility type are included in Chapter 4.

On the following page is a map of the full proposed bicycle network for Melrose Park. More details on each of the specific corridor recommendations follow.

FIGURE 3B: PROPOSED BICYCLE NETWORK



- – Bike Lane, Proposed
- —— Bike Lane, Programmed
- – Neighborhood Greenway, Proposed
 - Path, Existing

- - Path, Proposed
- Sidepath, Proposed
- Sidepath, Programmed
- – Regional Bike Route, Planned
- Regional Bikeway, Programmed

NEIGHBORHOOD GREENWAYS

Neighborhood greenways are streets with minimal vehicle traffic that prioritize bike travel through traffic calming, wayfinding, and vehicle diversion. The goal is to create a low-stress experience for cyclists and drivers sharing the road. When completed, the network will provide bikeways through Melrose Park's residential areas and create alternative routes to busier streets in the community.

There are many low traffic volume residential streets in Melrose Park that are already comfortable to bike on and would be made even safer with some intersection improvements. Neighborhood greenway improvements will further encourage and provide awareness to the community on safe streets for residents to cycle on. All of the proposed routes are controlled by Melrose Park.

Neighborhood greenway recommendations include:

15TH AVENUE

This north/south route goes through a mostly residential area, connecting residents to the commercial areas on North Avenue, Division Street, Lake Street and Main Street. This route also passes by Sacred Heart School and Bulger Park.

22ND AVENUE AND 23RD AVENUE

This paired route of two one-way streets includes 22nd Avenue for northbound cyclists and 23rd Avenue for southbound. It goes through a mostly residential area, connecting residents to the commercial areas on North Avenue, Division Street, Lake Street and Main Street. It also connects to Stevenson Middle School, Joseph Academy, and Our Lady of Mount Carmel Church.

HIRSCH STREET, ELSIE DRIVE, AND ANDY DRIVE

This east/west route will connect residents across the community from 23rd Avenue to 1st Avenue via low volume, residential streets. It passes by Stevenson Elementary School, Bulger Park, an apartment complex on 1st Avenue, and Thatcher Woods.

35TH AVENUE

This north/south route from Soffel Avenue to Lake Street provides a connection for residents in the western portion of Melrose Park to reach Sharp Park, Grant Elementary School, and Lake Street.

31ST AVENUE AND CARSON DRIVE

These two north/south routes provide connections for the residential and light industrial areas between Division Street and Lake Street.

DIVISION STREET

This route provides a low-stress east/west connection for residents in the western part of Melrose Park to reach the commercial area on Division Street. The street is currently interrupted by railroad tracks. A pedestrian and bicycle tunnel beneath the tracks or other facility accommodation will need to be considered to provide a consistent connection.

LE MOYNE STREET

This short neighborhood greenway segment from 14th to 15th Street will provide a signed wayfinding connection from this residential neighborhood to the Winston Plaza so more residents are aware of and can utilize the pedestrian and bicycle bridge across Silver Creek. The bridge provides a low-stress way for residents to reach this shopping area without having to traverse North Avenue.

MAIN STREET

A neighborhood greenway with a marked shared lane is recommended for this soon to be resurfaced locally-controlled stretch of roadway between 21st and 25th Streets and then again from Broadway to 11th Avenue. This route passes through a mostly light industrial area and provides an east/west connection to the Metra station in the southern portion of the community. This route would transition to a buffered bike lane between Broadway and 21st Street due to the overly wide vehicular lanes. See the adjacent cross section for more details. For the bike lane cross section and a transition diagram, see Main Street under the Bike Lane section.

THOMAS STREET

This residential area route provides an east/ west connection from 23rd Avenue to the trail in Bataan Park, which connects to 9th Avenue and Jane Addams Elementary School. Wayfinding signage will be needed to direct cyclists through the park to continue the path of the neighborhood greenway. Main Street from 21st to 25th: Marked Shared Lane Cross Section



EXAMPLE MARKED SHARED LANE ON MAIN STREET.

FIGURE 3C: PROPOSED NEIGHBORHOOD GREENWAYS



- Bike Lane, Proposed
 - Bike Lane, Programmed
- ----- Neighborhood Greenway, Proposed
 - Path, Existing

- --- Path, Proposed
- --- Sidepath, Proposed
- Sidepath, Existing/Under Construction
- Regional Bike Route, Planned
- Regional Bikeway, Programmed

BIKE LANES

Bike lanes give cyclists a designated space to ride that is separated from the vehicle travel lanes by a painted stripe. They increase visibility of cyclists and encourage predictable driving and cycling. They are appropriate for streets with sufficient right-of-way and higher traffic volumes. Streets with bike lanes have been found to lower motor vehicle speeds, which results in fewer crashes and lower crash severity for all users. Bicycle lanes require regular sweeping to clear road debris.

Bike lanes in Melrose Park are primarily recommended on roadways classified as collectors that go through a mix of residential, commercial, and institutional areas. The proposed streets for bike lanes were identified during the community engagement process as roadways that residents want to bike on.

Upon completion, the proposed bike lanes will provide connections between the recommended network of off-street sidepaths and neighborhood greenways. Additional specifications are included in Chapter 4 and bike lane design recommendations are detailed in Chapter 6.

Bike lane recommendations include:

ARMITAGE AVENUE

This bike lane has already been programmed as part of the North Avenue sidepath project.

5TH AVENUE

This roadway is wider than necessary for its current traffic counts, which encourages speeding. During the community engagement process, a lot of Triton College students said that they use this route, on foot, bike or transit, to get to school. It connects residential and commercial areas to Triton. The shuttered Maywood Park race track provides an opportunity for redevelopment in this area, which may lead to increased traffic along 5th Avenue. However, with its current traffic volume a road diet with north- and southbound bike lanes is a feasible choice. Another option is to make the two outer lanes into bus and bike only lanes, since this is also a Pace route that is used by many students. The Village, IDOT, Triton College, Pace, and River Grove would need to partner on this project. The route would also connect to the recommended bike facility in the Maywood bike plan.

9TH AVENUE

This locally-controlled north/south route will provide a connection across the community from the North Avenue shopping area down to Main Street. The vehicle lanes are overly wide on this roadway and there's an underutilized parking lane that could be converted into space for a bike lane. This route goes through residential and commercial areas and passes by Bataan Park and several schools.

BROADWAY AVENUE

This locally-controlled route provides an important north/south connection through the heart of the community, connecting residents to the North Avenue shopping area, high pedestrian volume Broadway Avenue shopping district, and the Metra Station on Main Street. It will also connect to the Public Library, Melrose Park Elementary School, and the George Leoni Complex. It is also a Pace bus route. To provide a safer environment for cyclists in this proposed bike lane, the angled parking through the business district should be converted to parallel parking. If this transition isn't feasible, the Village could work with CMAP through the LTA program to conduct a parking study.

MAIN STREET

A buffered bike lane is recommended for this soon to be resurfaced locally-controlled stretch of roadway between Broadway and 21st Street. If parking turnover is high on this stretch, it is recommended that the buffer is on the parking side. The vehicular travel lanes are currently overly wide on this corridor, which encourages speeding for the traffic turning off of Broadway. Adding bike lanes will narrow the vehicular travel lanes, slowing down cars, and creating a bicycle priority area in a part of the community with dense commercial retail and a Metra station nearby. Past 21st Street the roadway narrows and the bike facility should transition to a neighborhood greenway. See the adjacent cross section and intersection diagram for more details.

CHICAGO AVENUE

This east/west route connects residents to Sacred Heart School and Walther Christian Academy, Westlake Community Hospital Center, and is one of the only low AADT roads that connects across the Des Plaines River. The regional plan for this route is to continue the existing bike lane in Oak Park westward into Melrose Park. An alternative option is marked shared lanes if the bike lane isn't feasible. Coordination with IDOT would be needed. Main Street from Broadway to 21st: Buffered Bike Lane Cross Section



EXAMPLE BUFFERED BIKE LANE ON MAIN STREET.



EXAMPLE TRANSITION BETWEEN MARKED SHARED LANE AND BUFFERED BIKE LANE ON MAIN STREET.
FIGURE 3D: PROPOSED BIKE LANES



- Bike Lane, Proposed
 - Bike Lane, Programmed
- ----- Neighborhood Greenway, Proposed
 - Path, Existing

- ---- Path, Proposed
- --- Sidepath, Proposed
- Sidepath, Existing/Under Construction
- --- Regional Bike Route, Planned
- Regional Bikeway, Programmed

SIDEPATHS

Sidepaths provide a dedicated, off-street space parallel to the street for both pedestrians and cyclists. They are a good solution for corridors that have higher traffic counts, higher vehicle speeds, and few driveway entrances and curb cuts. They can provide a pleasant riding experience for a wide range of cyclists, including those with a low tolerance for sharing the road with motorized traffic. They tie in well with regional trail networks. Driveway entrances and street intersections are particularly dangerous conflict points for cyclists; sidepath applications should minimize both, where possible. For sidepaths with a high volume of pedestrians and cyclists, the Village should educate users about etiquette, rights, and responsibilities.

Once the recommendations are fully built out, Melrose Park will have a comprehensive network of low-stress, off-street bike facilities that will connect residents to north/south and east/west areas of the community. Sidepaths along major arterials in Melrose Park and neighboring communities will be an important component of this network to provide direct access to key destinations. The Village has already made a big commitment to multimodal accessibility by coordinating with IDOT in building the North Avenue sidepath, which provides an extensive connection to one of the main commercial areas in the region.

Sidepath recommendations include:

CORNELL AVENUE

This sidepath has already been programmed as part of the North Avenue sidepath project.

NORTH AVENUE: This sidepath is programmed, and partially built, as part of the North Avenue sidepath project.

25TH AVENUE

This route would provide a low-stress north/ south connection through the center of the community. A way to safely bike on this heavy traffic arterial roadway was desired during the community engagement process. It would connect commercial and industrial areas and Village Hall. Sidewalk gaps should be filled and existing sidewalk should be widened to 8-feet. Coordination with IDOT would be needed and improvements to major intersections will be vital to make it a low-stress experience for pedestrians and cyclists.

LAKE STREET

This east/west route provides a key connection to commercial and industrial areas in the southern portion of the community and connects to regional planned bikeways. It was a route desired by the community during community engagement. Coordination with IDOT would be needed and improvements to major intersections will be vital to make it a low-stress experience for pedestrians and cyclists. The sidepath ends east of 25th because there isn't available right-of-way.

MANNHEIM ROAD

This north/south route passes through commercial and industrial areas and connects to regional planned bikeways that would provide a connection to the Illinois Prairie Path. Coordination with IDOT, Stone Park, and Bellwood would be needed.

FIGURE 3E: PROPOSED SIDEPATHS



- ----- Bike Lane, Proposed
- Bike Lane, Programmed
- ----- Neighborhood Greenway, Proposed
 - Path, Existing

- Path, Proposed
 - --- Sidepath, Proposed
 - Sidepath, Existing/Under Construction
 - --- Regional Bike Route, Planned
 - Regional Bikeway, Programmed

TRAILS

When right of way is available, a trail should be constructed to provide additional connectivity for the active transportation network. Trails can provide important connections to regional bikeways and offer non-motorized users opportunities for recreation, regional bike commuting, and other longer distance active transportation inside and out of Melrose Park. Trails can be built through open space or under-utilized areas in coordination with future developments. Since Melrose Park is an older, mostly built-out suburb there is limited available land for trail development. However, the extension of the Des Plaines River Trail is currently in the planning stage and the Village should coordinate with the Cook County Forest Preserve and neighboring municipalities in its development. There are also existing trails in local parks and on the Triton College campus to which the Village should connect on-street bike facilities.

Existing and Planned trails include:

BATAAN PARK AND BULGER PARK

Using the existing paths in these parks, the Village could fill in gaps in its low-stress bike network. For example, the path through Bataan Park could provide an off-street extension of the recommended Thomas Street neighborhood greenway to 9th Avenue and Jane Addams Elementary School.

TRITON COLLEGE PATHS

The college recently designed a comprehensive network of paths through the campus, most of which have already been built. Increasing sidewalk, bike facility, and transit connections off-campus as well as creating safer intersections around campus should be the next step in making a more viable option for Triton students.

DES PLAINES RIVER TRAIL

Although it is outside the boundaries of Melrose Park, many participants during the community engagement process expressed interest in a connection to this regional trail. The Village should join the discussion as a stakeholder in the planning process for the trail extension and also consider how recommended bike and intersection facilities can help residents reach the existing portion of the trail. Coordination with the Cook County Forest Preserve and neighboring municipalities will be needed. A first step may be to coordinate with the Village of Franklin Park, which recently received funding to make improvements to the Des Plaines River Trail.

FIGURE 3F: PROPOSED TRAILS AND PATHS



- ----- Bike Lane, Proposed
- —— Bike Lane, Programmed
- ----- Neighborhood Greenway, Proposed
 - Path, Existing

- Path, Proposed
 - --- Sidepath, Proposed
 - Sidepath, Existing/Under Construction
 - --- Regional Bike Route, Planned
 - Regional Bikeway, Programmed

PedestrianImprovements

Installing facilities and amenities that enhance the environment in pedestrian priority areas and complete gaps in the sidewalk network can greatly improve the pedestrian experience.

NORTH AVENUE

The Village has made great strides in coordinating with IDOT on the North Avenue sidepath project, however even after this continuous path is finished, there will still be some missing sidewalk segments on the opposite side of the street from the sidepath. Since this corridor has a lot of foot traffic and heavily used bus stops, it is important to provide either a continuous sidepath or sidewalk on both sides of the road. If provided, pedestrians will neither have to walk in the grass, snow or mud, nor unnecessarily cross the busy street to reach an accessible sidewalk. To improve pedestrian access to businesses and bus stop, the Village should require connecting sidewalks from North Avenue to the entrances of shopping centers and Pace bus stops. In some cases, installing sidewalks may require reconfiguration of business parking, such as some of the lots on the south side of the roadway between 21st and 25th Avenues. The opportunities and benefits of foot traffic should be expressed to business owners when coordinating these improvements.

There is a sidewalk gap on the north side of North Avenue east of 1st Avenue, connecting to an entrance to Thatcher Woods and the current end of the Des Plaines River Trail. Residents and Triton students expressed interest in being able to reach the trail on foot or bike. Without a connecting sidewalk, this is difficult. The Village should coordinate with the Cook County Forest Preserve in building this missing segment. These sidewalk segments to complete the pedestrian network on the North Avenue corridor are identified on the following map.

5TH AND 1ST AVENUES: There are also sidewalk gaps identified on other busy roadways, such as 1st and 5th Avenues. The gap on 5th is especially important to Triton students bus commuters who alight on 5th Avenue. Pedestrian scale lighting, trees, and street furniture should also be added to make 5th Avenue a safer and more hospitable walking environment for students on this heavily used route. Triton College would need to partner with River Grove on the 1st Avenue sidewalk gaps.

SAFE ROUTES TO SCHOOL PRIORITY AREAS

Where possible, the Village should prioritize completion of the proposed pedestrian facilities in conjunction with roadway reconstruction projects. Safe Routes to School funding from the Illinois Department of Transportation would be a good option for pedestrian facilities near schools, such as the improvements proposed on 17th Avenue between Lake and Iowa Streets as well as Rice Street between 11th and 19th Avenues. It is recommended that the parking on Rice is converted to back-in angled parking to reduce drop-off/ pick-up conflicts and make it safer for children to walk in the area. There is also an intersection recommendation proposed in the following section to make it safer for kids to cross streets at this location. The roadways identified as Safe Routes to School Priority areas on the following map should be completed as a whole project.

ADDITIONAL SIDEWALK GAPS

There are other sidewalk gaps noted on the map on the following page. The Village should strive to have pedestrian facilities, whether a sidewalk or sidepath, on each side of every roadway to provide a safe and convenient walking environment. While it would be difficult to install them all overnight, the Village should work to complete the network over time as roadways are resurfaced or reconstructed. A prioritization map is included in Chapter 6.

FIGURE 3F: PROPOSED PEDESTRIAN IMPROVEMENTS



- Path, Existing
- Path, Proposed
- Sidepath, Proposed
 - Sidepath, Existing/Under Construction
- Safe Routes to School Priority Area Proposed
- Sidewalk, Proposed

IntersectionImprovements

Providing solutions for barriers to walking, biking and access to transit at key intersections and crossings is critical to improving active transportation in Melrose Park.

Safe, passable intersections are vital to a wellfunctioning active transportation network that serves all users and all modes of travel. Many intersections in Melrose Park today, especially where two busy roads meet, could use improvements to make it safer for people traveling on foot or by bike. Improving intersections is key to making people feel that walking and biking is a good choice for their family. Intersection improvements will be necessary to construct in tandem with corridor improvements. For example, the new sidepath on North Avenue will only provide a low-stress experience for people of all ages and abilities if improvements are also made at many of the intersections.

Some of the more complicated intersection recommendations in the following section include diagrams. For more details, definitions, placement examples and design specifications on the below recommended facilities, see Chapter 4. Each intersection improvement is numbered. See the map at the end of this chapter for the location of each suggested improvement.

MAJOR INTERSECTIONS:

All major street crossings, where two arterial roadways meet, should include push buttons, pedestrian countdown signals, and high visibility crosswalks. Where feasible, decreased vehicular turn radii and pedestrian access through pork chops and curbs should be provided. Pedestrian refuge islands should be included where in some cases to reduce crossing distance on arterials. The following intersections should be targeted for these additional improvements. The Village will need to coordinate with IDOT in implementing all of the below recommendations. There were pedestrian and/or bike crashes at or near all of the below intersections between 2009 and 2014.

#4. NORTH AVENUE AND 25TH AVENUE

Install high visibility crosswalks on all legs of the intersection extending the width of the adjoining sidepath/sidewalk. Create a pedestrian/bicycle cut-through on the western leg of intersection. Upgrade traffic signals to include pedestrian countdown signals where needed. Include bicycle signal heads on the northwest and southwest corners. This recommendation is not currently approved for use on IDOT roads and would need to be coordinated with the agency.

#11. NORTH AVENUE AND 1ST AVENUE

Install high visibility crosswalks all legs of the intersection. Create a wider crosswalk on the south leg with delineated space separating cyclists and pedestrians. Narrow turn radii on all corners. Extend medians to create pedestrian refuge islands.

#13. LAKE STREET AND MANNHEIM ROAD

Narrow right-turn radii by extending curb and pork chops (all corners). Must stop when pedestrians are present signs at all right turns. Extend curbed median to create pedestrian refuge islands across Lake Street. If possible, narrow Lake to two straight traffic lanes each direction so refuge island can be wider. Make high visibility crosswalks wider. Replace traditional pedestrian signals with ones that count down.

#16. LAKE STREET AND 25TH AVENUE

This is the future junction of the proposed 25th Street sidepath and terminus of the proposed Lake Street sidepath. Mark high visibility crosswalks across Lake Street and 25th Street and include a bicycle crosswalk on the west leg. Narrow radii at all corners. Add tactile pads to curb ramps. Sidewalk space and curb ramps at this intersection should be wider to accommodate cyclists, with markings indicating where they should reposition their bikes and wait.

#17. LAKE STREET AND BROADWAY AVENUE

Follow the recommendations of the Broadway Avenue Corridor Plan, which include redesigning the intersection by squaring up corners, consolidating business driveways, and installing high visibility crosswalk improvements. The median could be extended and widened on 25th into a pedestrian refuge island by reducing or narrowing vehicle lanes.



RECOMMENDED IMPROVEMENTS FOR LAKE STREET AND 25TH AVENUE

MAJOR/MINOR INTERSECTIONS

These are intersections where a roadway classified as an arterial meets a collector or local roadway. Crosswalks, ADA curb ramps, and pedestrian countdown timers should be included at all intersections. In many cases, the turning radii onto minor roadways or commercial drives can be narrowed by the use of curb extensions to slow down high speed traffic turning from the major roadways. Pedestrian refuge islands and high visibility crosswalks should be included where possible to make arterial crossings lower stress. The Village will need to coordinate with IDOT in implementing almost all of the below recommendations. There were pedestrian and/or bike crashes at or nearby many of the below intersections between 2009 and 2014.

#1. NORTH AVENUE AND CORNELL AVENUE

Install high visibility crosswalks on all legs of the intersection, with a wide crosswalk on the north



RECOMMENDED IMPROVEMENTS FOR NORTH AVENUE AND CORNELL AVENUE

leg. Include a sidewalk connecting to eastbound Pace shelter. Place pedestrian countdown signals on all corners and include a bicycle signal head on the northeast and southeast corners.

#2. NORTH AVENUE AND HAWTHORNE AVENUE

Include concrete bus stop waiting area and sidewalk connection on the north side of the road. Add pedestrian countdown signals and high visibility crosswalks to all legs of intersection. Crosswalks should traverse the width of sidepath on northern portion. Standard crosswalk across frontage road. Add ADA curb ramps to the northeast and southeast corners and a pedestrian cut-through to the northeastern median between North Ave and frontage road. The eastbound bus shelter needs a connecting sidewalk to the intersection. Driveways to the frontage road and southern shopping center could be narrowed.

#3. NORTH AVENUE AND INDIAN BOUNDARY DRIVE

Add pedestrian countdown signals to the western corners and high visibility crosswalks all legs, with crosswalks the width of sidepath on northern portion. Add stop bars and pedestrian crossing signage for those heading towards North Avenue from Indian Boundary and the frontage road. Include a standard crosswalk across the frontage road and curb extensions across Indian Boundary.

#5. NORTH AVENUE AND BROADWAY AVENUE

Install high visibility crosswalks across North and standard crosswalks across Broadway. Include a bike box at southern part of intersection with a bicycle through lane and left-turn bicycle signal head guiding cyclists onto the North Avenue sidepath. Note: Bike boxes are not currently a design standard approved by IDOT.

#6. NORTH AVENUE AND 15TH AVENUE

Install high visibility crosswalks across North and standard crosswalks across 15th. Crosswalks should extend the width of the sidepath on southern leg. Improve tactile curb ramps. Extend center medians to create pedestrian refuge islands.

#7. NORTH AVENUE AND GEORGE STREET

Install high visibility crosswalks on all legs. Extend the center median to create pedestrian refuge island. Include curb extensions on George and the drive into the shopping center. A curb ramp is needed to get to Pace shelter at northeast corner. A pedestrian crossing could be installed on the eastern side of the intersection. A pedestrian countdown timer would be needed.

#8. NORTH AVENUE AND 9TH AVENUE

Install high visibility crosswalks across North and standard crosswalks across 9th. Sidewalks are needed leading to Pace bus shelters. Place a bike box at southern part of intersection with a bicycle through lane and left-turn bicycle signal head guiding cyclists onto the North Ave sidepath. Note: Bike boxes are not currently a design standard approved by IDOT.

#9. NORTH AVENUE AND 7TH AVENUE

Install high visibility crosswalks needed across North and standard crosswalks across the shopping center drive and 7th. Pedestrian countdown timers are needed at all legs. The north side will need sidewalk to and concrete waiting area for Pace stop. Medians should be extended to be pedestrian refuge islands.

#10. NORTH AVENUE AND 5TH AVENUE

Install high visibility crosswalks and pedestrian countdown timers needed at all legs. Extend center medians to create pedestrian refuge islands. Pace shelters need sidewalks leading to them. Extend pork chops to create narrower vehicular right turn lanes. Install standard crosswalks and curb tactile ramps across pork chops. Add a high visibility green bike lane continuing through the intersection for the bike lane on 5th. Bike boxes on 5th avenue for cyclists to either wait or reposition for transition from bike lane to sidepath or vice versa. The bike boxes can go in front of the vehicular stop bars. Install bicycle signal heads at all corners. Note: Bike boxes are not currently a design standard approved by IDOT.

#12. LAKE STREET AND 44TH AVENUE

Add mountable curb extensions to all corners along with high visibility crosswalks. Reconfigure crosswalks to be at 90 degrees to Lake to shorten crossing distance. Add pedestrian refuge island cut-outs to median. Add crosswalks across 44th. Add tactile pads at all curb ramps. Add pedestrian countdown timers to eastern leg of intersection and for pedestrians crossing 44th north of Lake.

#14. LAKE STREET AND 36TH AVENUE

Reposition curb ramps on the south leg to point one in each direction. Add tactile pads to southeast corner to match the others. Add crosswalk across drive into Pace complex.

#15. LAKE STREET AND 27TH AVENUE

Narrow turn radii into industrial complex. Strip standard crosswalks at all legs of intersection.

#18. LAKE STREET AND 15TH AVENUE

Enlarge the Superior/Lake traffic diverter by closing down the right-turn slip lane on Lake Street and extending the diverter to the small park to the east and extending it west so it connects to the crosswalk across Lake. Convert on street parking on Superior to parallel to further widen the diverter. With gained space add benches and other street furniture for those enjoying the small park or waiting for the bus. This is a low priority recommendation.



RECOMMENDED IMPROVEMENTS FOR NORTH AVENUE AND 5TH AVENUE



RECOMMENDED IMPROVEMENTS FOR LAKE STREET AND 44TH AVENUE



RECOMMENDED IMPROVEMENTS FOR LAKE STREET AND 15TH AVENUE

#19. LAKE STREET AND 9TH AVENUE

9th turns to two lanes each direction (excluding left-turn lane) near the intersection. Make 9th one lane in each direction, keeping centerleft turn lane, create curb extensions and mark bike lanes through the intersection. Mark high visibility crosswalks across Lake. Close the driveway entrance to the Clark gas station on 9th near the intersection. Also close the entrance on Lake that's closest to the intersection.

#22. MANNHEIM ROAD AND DMV PARKING LOT

Install pedestrian countdown signals and high visibility crosswalks across Mannheim. Install two-directional ADA curb ramps on all legs of the intersection. Stripe standard crosswalks across business driveways on the western side of Mannheim and the driveway into shopping center on eastern side. Create pedestrian refuge island in existing median on the southern leg of Mannheim. Extend the sidewalk from Mannheim into the shopping center. The north/ south crosswalk on western side of Mannheim should be widened to account for the sidepath.

#23. MANNHEIM ROAD AND BURLINGTON COAT FACTORY PARKING LOT

Install pedestrian countdown signals on all legs and high visibility crosswalks across Mannheim. Use one of the parking spaces to create a bus pad for people waiting for Pace northbound on Mannheim. Create curb ramps on western side of Mannheim and a bus pad and connecting sidewalk for people waiting at the southbound stop. Standard crosswalk across should be striped across the driveway into the shopping center. The north/ south crosswalk on western side of Mannheim should be wider to account for the sidepath.

#24. MANNHEIM ROAD AND ARMITAGE AVENUE

Install high visibility crosswalks and two directional curb ramps on all legs of the intersection. Add pedestrian gates at the railroad crossing. Widen sidewalk where poles and signage is in the way so it meets ADA standards.



RECOMMENDED IMPROVEMENTS FOR MANNHEIM ROAD AND DMV PARKING LOT

The programmed bike lane on Armitage meets the planned sidepath on Mannheim at this intersection. The crosswalk on the sidepath side of Mannheim should be an extra five extra wide and delineate separated space for cyclists and pedestrians with paint. Sidewalk space and curb ramps at this intersection should also be wider to give room to cyclists, with markings indicating where cyclists should wait.

#25. 25TH AVENUE AND ARMITAGE AVENUE

Install high visibility crosswalks and tactical curb ramps at all legs of the intersection. Move the northbound Pace bus stop to far side of intersection to account for more waiting space and shelter.

#34. DIVISION STREET AND 25TH AVENUE

Install high visibility crosswalks across 25th with advanced pedestrian warning signs. Stripe standard crosswalks across Division, same width as sidepath and delineates separated space for cyclists and pedestrians.

MINOR INTERSECTIONS

These are intersections where two roadways classified as local and/or collector meet. Unless noted, the below intersections are locally controlled.

Intersection improvements include:

#30. 9TH AVENUE AND CHICAGO AVENUE

Install bike boxes for cyclists to wait in front of the vehicular stop bar, crossing markings to guide cyclists through the intersection, and bicycle signal heads. Note: Bike boxes are not currently a design standard approved by IDOT and coordination with IDOT will be needed at this intersection.

#32. DIVISION STREET AND 15TH AVENUE

Mark green bike lanes with turn arrows to continue the neighborhood greenway through the intersection. Include wayfinding signage to help cyclists navigate the intersection.#35. DIVISION STREET AND 35TH AVENUE

Include advanced pedestrian warning signage to intersection and stripe standard crosswalks on all legs.

#36. BROADWAY AVENUE AND HIRSCH STREET

Mark high visibility crosswalks across Broadway and standard crosswalks across Hirsch. Add vehicular stop bars.

Additional intersection recommendations are included around Triton College. These intersections are outside of Melrose Park's jurisdiction. Triton College would need to coordinate with River Grove on the below campus intersection recommendations:

#27. 5TH AVENUE AND TRITON NORTH DRIVEWAY

Narrow the turn radii on the campus roadway with curb extensions. Mark a high visibility

crosswalk across 5th. Build a sidewalk to the bus shelter area for the northbound Pace stop. If possible, move the bus stop south so it's closer to signalized intersection into Triton. Add ADA curb ramps at all corners of intersection.

#28. 5TH AVENUE AND NORTH HEMMINGWAY DRIVE

Narrow the turn radii on Hemmingway. Create a raised median pedestrian refuge island crossing on 5th Ave in the north median. Turn one of the left turn lanes in the south part of the intersection into a raised median pedestrian refuge island. Add high a visibility crosswalk to southern portion of intersection. Signal phasing should be retimed at this intersection to allow a longer pedestrian walk interval. According to community engagement, students don't see or use the push buttons

here. Make the pedestrian signal automatic.



RECOMMENDED IMPROVEMENTS FOR 9TH AVENUE AND CHICAGO AVENUE



RECOMMENDED IMPROVEMENTS FOR 5TH AVENUE AND HEMINGWAY DRIVE

UNSIGNALIZED CROSSINGS

In some cases, to create a convenient active transportation network, people need to cross busy roads at places without traffic signals. If people have to walk or bike half a mile to reach the nearest safe signalized intersection, they will be dissuaded from choosing active transportation or cross at an unsafe location. Treatments can heighten driver awareness of the presence of pedestrians and bicyclists at midblock and unsignalized crossings so the network can remain well-connected and safe.

Some targeted improvements include:

#20. LAKE STREET AND 18TH AVENUE

Install rectangular rapid flashing beacons and straighten crosswalk to 90 degree angle. Coordination with IDOT would be needed.

#31. ARMITAGE AVENUE AND CORNELL AVENUE

The sidepath on west side of Cornell meets the bike lane on Armitage at this intersection. Mark a crosswalk across western side of Armitage that delineates paths for pedestrians and cyclists and guides cyclists onto the westbound bike lane. Cyclists traveling eastbound on the bike lane should have markings guiding them onto the Cornell sidepath.

#37. BROADWAY AVENUE AND MAIN STREET

Extend the median on Broadway at the north leg of the intersection to be a pedestrian refuge island. Install rectangular rapid flashing beacons. Mark high visibility crosswalks across Broadway and standard crosswalks across Main.



RECOMMENDED IMPROVEMENTS FOR ARMITAGE AVENUE AND CORNELL AVENUE



RECOMMENDED IMPROVEMENTS FOR DIVISION STREET AND 15TH AVENUE



RECOMMENDED IMPROVEMENTS FOR BROADWAY AVENUE AND MAIN STREET

In addition to the above intersection, this plan includes recommendations for specific intersections around Melrose Park Elementary School. These can be included in a future Safe Routes to School funding application:

#21. LAKE STREET, CHICAGO AVENUE AND 17TH AVENUE

Install bump-out on the southwest corner of 17th and Lake, shifting vehicle lanes east. The proposed lane configuration is: right turn southbound, straight/left turn southbound, straight northbound. Install bump-outs on Chicago at 17th. This project could be funded with a Safe Routes to School grant. Coordination with IDOT would be needed.

#33. BROADWAY AVENUE AND RICE STREET

Mark high visibility crosswalks across Broadway. Install advanced pedestrian warning signage. Widen the pedestrian refuge island. Install rectangular rapid flashing beacon in planned raised median and on sides of roadway. Install school zone signage. Standard crosswalks across Rice. This could be funded with a Safe Routes to School grant.

Additional intersection recommendations around Triton College are outside of Melrose Park's limits. Triton College would need to coordinate with River Grove on the below campus area crossing recommendations:

#26. 5TH AVENUE AND PALMER STREET

Improve the crosswalk to high visibility across Palmer. Students from the north walk to Triton College along 5th Avenue from neighboring communities or via the Pace bus stop just north of Palmer.

#29. 5TH AVENUE AND SOUTH HEMMINGWAY DRIVE

Install a high visibility crosswalk across Hemmingway and 5th Avenue. Create a sidewalk on the north side of Hemmingway to connect



RECOMMENDED IMPROVEMENTS FOR LAKE STREET AND CHICAGO AVENUE

5th to the walking path from the campus and ball field. Mark standard crosswalk across the business drive on west side of 5th. Curb ramps are needed on the southeast corner. Create bus pads and shelters for Pace bus on both sides of 5th. In the short-term, create a pedestrian refuge island in the southern median with rectangular rapid flashing beacons in the median and on the sides of the roadway. In the long-term, a traffic signal with pedestrian countdown timers and signal phasing optimized for foot traffic should be considered.

FIGURE 3G: PROPOSED INTERSECTION IMPROVEMENTS



- Major Intersection
- O Major/Minor Intersection
- O Minor Intersection
- O Unsignalized Crossing

ACTIVE TRANSPORTATION TOOLBOX

Specifications and guidance for bicycle and pedestrian facilities and amenities

4.1 Overview

This chapter includes best practices for designing and constructing bicycle and pedestrian facilities and amenities and for intersection improvements.

These tools are tested, widely supported, and used throughout the country. Facility descriptions and resources are included. While most of the tools included in this section are recommended in the previous chapter of the plan, a few additional tools have been included should future projects warrant them.



MARKED SHARED LANE



BIKE BOULEVARD/NEIGHBORHOOD GREENWAY PAVEMENT MARKINGS



MAJOR INTERSECTION TREATMENT EXAMPLE

42 Bicycle Tools

There are many different types of bikeways. This section summarizes the facilities recommended for Melrose Park.

MARKED SHARED LANE

Shared lanes are appropriate on low speed, low traffic volume streets that can be used comfortably by cyclists with moderate tolerance for traffic. These lanes do not require on-street bicycle markings or signs. Shared lane markings can be further enhanced by applying a green paint border around them. This recommendation is advisable for several of Melrose Park's lower volume residential streets.

TABLE 4A BICYCLE WAYS

NEIGHBORHOOD GREENWAY

Neighborhood greenways are a refinement of the shared roadway concept. They are created by modifying a local street to give priority to bicyclists while maintaining local access for automobiles. Traffic-calming measures reduce motor vehicle speeds and through trips. Traffic controls limit conflicts between motorists and bicyclists, giving priority to bicyclists' throughmovement. Some neighborhood greenways replace stop signs with mini-roundabouts to reduce stopping for cyclists. Neighborhood greenways also include provisions for crossing intersecting arterials and collectors. They are good options for low-volume, low-speed corridors. They also can play a prominent role in a bicycle network by serving as viable alternatives to major arterials, linking important community places, and connecting multiple intersecting bike routes. Additionally, through bicycle wayfinding signage, these treatments can serve as places that highlight urban design and neighborhood identity.

Treatment Type	Dimensions					
	MIN	Target	MAX	Notes		
Signed Routes	9	10	14	Can be used on shared lanes or in combination with other bicycle facilities.		
Marked Shared Lanes	9	10	14	Replaces vehicle lane. Paved shoulder, marked shared lane, or bike lane is preferred.		
Neighborhood Greenways	9	10	13	Replaces vehicle lane. Include neighborhood greenway marking.		
Bike Lanes	4	5	6	Include bike lane marking.		
Colored Pavement Bike Lanes	4	5	6	Pavement color should be green. Include bike lane marking and signs.		
Buffered Bike Lane	6	7	9	Buffer of 2-3 ft. Maximum may be higher if larger buffer is required due to right-of-way dimensions.		
Sidepaths	8	10	12	Replaces the pedestrian zone. Can be 6 ft. with engineering judgment. Also called a sidepath.		
Trails	8	10	12	Replaces the pedestrian zone. Can be 6 ft. with engineering judgment.		



BIKE LANE



BUFFERED BIKE LANE

BIKE LANE

Bike lanes are appropriate on streets with moderate traffic. Bike lanes are indicated by on-street markings, which can be supplemented with signage. At minimum, bike lanes should be 5 feet wide; where possible, 6-foot-wide lanes are preferred, as they allow cyclists to ride further away from parked cars. Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists, and help both cyclists and drivers behave predictably when sharing road space. They also reduce motor vehicle speeds, lowering the risk of severe crashes. Bicycle lanes require regular sweeping to remain acceptably free of road debris.

Colored pavement bike lanes improve visibility and identity, and help reduce the perceived width of the vehicular travel way. Paint can be used to mark the lanes if the roadway surface is pretreated to avoid slipperiness; colored asphalt or a thermoplastic coating provide a higher level of traction. These lanes are often used to bridge short areas where there is higher potential for vehicular conflicts; cost permitting, however, they are a viable option on an entire corridor. Green has become the standard choice for colored pavement bike lanes in the United States.

BUFFERED BIKE LANES

Buffered bike lanes use a painted buffer area to separate the vehicle travel lane from the bike lane. This buffer, usually 2 to 3 feet wide, can provide sufficient separation to improve cyclists' comfort and safety on heavily traveled arterial corridors. Where there is sufficient space within the curb-to-curb area, buffered bike lanes provide a more affordable solution than a shared-use path. Buffers also can be used between the bike lane and on-street parking,

to separate the lane from the door zone.

SIDEPATH

Sidepaths are off-street facilities shared with pedestrians and recreational users. These paths are a good option for high-speed, high-volume corridors with wider block spacing, providing access for users who are not comfortable riding bicycles in heavy traffic. These paths also can link regional trail networks. Sidepaths should be at least 8 feet wide; widths of 12 to 14 feet are preferred. Paths can be provided on both sides of a street; if a sidepath is on one side only, adequate crossing accommodations must be provided to access land uses on the other side of the roadway. Special care should be taken to design driveway and intersection crossings to reduce potential conflicts. Adequate separation from the curb face can be created by a tree row, shoulder, or parking lane.

TRAIL

Trails are off-street facilities that can enhance network connectivity, filling in gaps where the street network is not complete or cannot accommodate bike facilities. Trails should meet the same design criteria as shared-use paths. They function best on exclusive rights-of-way, such as along waterways, parks, forest preserves, utility corridors, or railroad corridors. Although trails are more expensive to build than onstreet bike facilities and generally offer only limited access points, they provide important connections to regional trail systems and great opportunities for recreational cycling.



SIDEPATH



TRAIL

4.3 Pedestrian Tools

Sidewalks and lighting are the backbone of a pedestrian network.

SIDEWALK

Sidewalks should be standard practice in residential neighborhoods. A well-designed residential sidewalk has a minimum 5-foot unobstructed width, allowing two people to walk comfortably side-by-side. A residential sidewalk should also provide separation from the street. If possible, a width of 6 to 8 feet is preferable.

Table 4B below page summarizes recommended sidewalk designs.



COMMERCIAL SIDEWALK



RESIDENTIAL SIDEWALK

Treatment Type	Dimensions					
	Zone	Min	MAX	TARGET	NOTES	
Residential Sidewalks	Curb Zone	1	1.5	2	Clear zone for utility and Street furniture, not applicable if there is no curb.	
	Furniture Zone	2	6	10	A tree lawn separation area is desired.	
	Pedestrian Zone	4	5	8	Unobstructed walking area required.	
Commercial Sidewalks	Curb Zone	1	1.5	2	Clear zone for utility and furnishings.	
	Furniture Zone	4	5	6	Furnishing zone for benches and transit shelters etc. Ideally 6 ft. allow for 6 ft. x 6 ft. tree grates.	
	Pedestrian Zone	5	5	10	Consider tree grate surfaces in pedestrian zone.	
	Frontage Zone	1	5	10	Larger frontage zone allows for café seating.	

TABLE 4B PEDESTRIAN WAYS

PEDESTRIAN SCALE LIGHTING

Pedestrian-scale lighting is essential for creating safe street environments. Conventional street lighting, designed primarily to light the vehicle way, often is inadequate for pedestrian needs, leaving unlit areas and dark shadows on walkways. Pedestrian-scale lighting is especially important in cold-weather climates with long winter nights. Pedestrian-scale lighting illuminates potential tripping hazards, helps to deter crime, and makes pedestrians more visible to drivers. It can also illuminate bikeways near walking areas. Retrofits of existing streetlights and new installations should provide lighting on sidewalks and multi-use paths. Pedestrian-scale lighting should be coordinated with building and property owners to include building-mounted lighting for sidewalks, alleys, paths, and stairways where poles would obstruct the pedestrian zone. Land use context should be considered to achieve optimum lighting levels in pedestrian areas, and care must be taken to avoid light trespass into the windows of nearby residential units. Common examples of pedestrian-scale lighting include acorn, globe, and lantern lamps.



PEDESTRIAN SCALE LIGHTING



PEDESTRIAN SCALE LIGHTING

44 Intersection Tools

There are many ways to improve an intersection for pedestrians and cyclists. Here is a summary of the tools recommended for Melrose Park and the appropriate design considerations.

CROSSWALK VARIATIONS

All crosswalks not controlled by signals or stop signs should have longitudinal markings, per the 2009 Manual of Uniform Traffic Control Devices (MUTCD). These markings are significantly more visible to drivers than standard crosswalks. Crosswalks in special districts may have custom designs, but these must comply with ADA standards for smoothness and visibility. When signalized intersections include an exclusive pedestrian phase, diagonal crossing can be permitted; this is sometimes called a pedestrian scramble.



HIGH VISIBILITY CROSSWALK



STAMPED CONCRETE CROSSWALK



STANDARD CROSSWALK

TABLE 4C CROSSWALKS

Crosswalk Type	Dimensions	Design Considerations	Guideline	Notes
Standard	Lines 6 to 24 in. Wide. Spacing 6 ft. wide minimum. Should be as wide as approaching sidewalk.	Extend lines across entire roadway. Lines can connect to intersecting roadways crosswalk.	Use at signalized and controlled intersections on minor roadways to indicate proper crossing location. Can be used at uncontrolled and midblock crossings as determined by study. Locate markings to center curb ramps within the crosswalk.	Edgelines are the minimal crosswalk treatment.
High Visibility	Lines 12 to 24 in. wide with 12 to 60 in. gaps. Spacing 6 ft. wide minimum. Should be as wide as approaching sidewalk.	Gap between lines should not exceed 2.5 times the width of the line. Gaps should be placed to align with wheel base of vehicles.	Use at signalized and controlled intersections on major roadways to indicate proper crossing location. Can be used at uncontrolled and midblock crossings. Locate markings to center curb ramps within the crosswalk.	Longitudinal markings are the preferred crosswalk treatment. 24 in. wide markings do not need a supplemental edge line.
Custom	Spacing 6 ft. wide minimum. Should be as wide as approaching sidewalk.	Crosswalks can be created with bricks, pavers, or thermoplastic.	Use at signalized and controlled intersections to indicate proper crossing location. Can be used at uncontrolled and midblock crossings as determined by study. Locate markings to center curb ramps within the crosswalk.	Supplement custom designs with a 24 in. wide edge line to improve visibility. Line can be implied through color variations by using complementary materials.
Signed Crossing	Preferred signs include R1-5b, R1-6a, and W11-15 with W16- 7p and W16-9p as defined by MUTCD.	Pedestrian crossing warning signs and must stop for pedestrian signs are considered a controlled crossing. Place R1-5b where vehicles are expected to stop, W11-15/W16-7p where pedestrians and cyclists are expected to cross, and W11-15/W16- 9p within 300 ft. of the crossing.	Use where transit routes or pedestrian destinations support crossings, or where residents have requested crossing improvements but signal or stop sign warrants/ guidance has not been met.	Crosswalks are encouraged but not required.
Mid-Block Crossing	Same as crosswalks and/or signed crossings.	Include crosswalks at mid-block crossings and median crossing islands on 4-lane roads. Can be signed or even signalized if warrants are met.	Use in combination with transitional infrastructure features to heighten driver awareness. Do not use alone on 4 lane roadways where vehicle speeds exceed 40 mph and ADT exceeds 12,000 or 15,000 with a raised median/crossing island.	Conduct an engineering study. Consider number of lanes, pedestrian volumes, roadway speed, potential to accommodate crossings, medians, geometry and lighting.
Pedestrian Refuge Island	Varies; minimum 5 to 6 ft. in width to allow for a wheel chair to sit in the island.	Can be used on bus routes. Requires clear bicycle accommodations on bike routes.	ADT < 20,000 Speed limit of \leq 30 mph	Can be designed with offset entrances to encourage drivers and pedestrians to face each other.

COUNTDOWN SIGNAL

Countdown pedestrian signals show how much time remains before the traffic signal changes and are designed to reduce the number of pedestrians who start crossing when there is not enough time to complete their crossing safely. Countdown pedestrian signals are now required by the MUTCD for all new and rehabbed pedestrian signal installations.

Signal timings at crossings should be set at 3.5 feet per second to allow adequate time for pedestrians to cross; timings of 3 feet per second may be needed to allow safe crossings for older people and those with disabilities.

RECTANGULAR RAPID FLASHING BEACON (RRFB)

RRFBs are extremely visible, using flashing yellow LED lights to supplement standard pedestrian crossing warning signs at mid-block and other unsignalized crossing locations. These useractivated beacons are FHWA-approved and promote increased yield rates and improved pedestrian safety. They may be placed on the sides of a roadway and/or in the center median

ACCESSIBLE PEDESTRIAN SIGNAL (APS)

APS provides audio and vibro-tactile cues to identify the push button location and indicate the WALK interval for pedestrians with visual disabilities. To ensure ease of use, these devices must be installed in accessible locations, immediately adjacent to the sidewalk at the crosswalk area.



COUNTDOWN SIGNAL



RECTANGULAR RAPID FLASHING BEACON (RRFB)



ACCESSIBLE PEDESTRIAN SIGNAL

MELROSE PARK ACTIVE TRANSPORTATION PLAN

BIKE-ONLY SIGNALS

Bike-only signals can be used in areas with high volumes of bike traffic or on special bike facilities, such as cycle tracks or urban greenways. These signals display the traditional green-yellow-red colors of vehicular signals, with bicycle symbols on the signal faces.



BIKE ONLY SIGNAL

Signal Type		Design Considerations	Guidance	Notes
Pedestrian Indicators Signal Heads		Use to assist pedestrians in determining when to safely begin crossing.	Use in conjunction with vehicle signals where the MUTCD pedestrian volume warrant (Section 4C.05) or the School Crossing Warrant is met (Section 4C06).	—
Countdown Pedestrian Signals		Consider using for all crossings with pedestrian signal heads.	Must be included on all pedestrian signal heads where the pedestrian change interval is more than 7 seconds.	_
	Timing	Signal timing is typically designed based on an average walking speed. Assuming a lower walking speed will accommodate more users.	Signal must be timed for the crossing distance at 3.5 ft. per second. 3 ft. per second should be used in high volume pedestrian areas.	_
Rectangular Rapid Flash Beacons		Can be used to emphasize midblock crossings or signed crossings. Can be used when driver compliance to stop for pedestrians (or bicyclists) at crossing location is low.	Beacons actuated by pedestrians or bicyclists are appropriate for any unsignalized crossing to provide additional warning to vehicles approaching the designated crossing. Beacons should remain dark until activated.	_
Accessible Pedestrian Si	gnals	APS should have audible and vibrotactile indications. Push buttons should be placed in the direction of the crossing next to the curb ramps	The accessible walk indication should last for the first 7 seconds of the walk interval but be triggered at any point when there is enough time left during the signal phase to cross safely.	Should be designed to meet the standards outlined in the MUTCD.
Bike Only Signals		Should be considered for shared use path and cycle-track crossings, especially when bicycle signal clearance times differ from ped and vehicle phases. Can be used to provide a lead bicycle interval and to signal contra-flow bike movements.	Signal must be placed to maximize visibility by bicyclists. Bicycle signals can be actuated depending on volumes. Bicycle signals are preferred over directing bicyclists to use pedestrian signals.	When a vehicle yellow signal phase is 3 seconds or less a bicycle signal can be used to provide bicyclists with a better indication of clearance times.

TABLE 4D MULTIMODAL SIGNALS

BIKE BOXES

Bike boxes are wide marked areas on the roadway pavement at intersections. Motorists must stop behind the edge of the bike box. Bike boxes give bicyclists priority in leaving the intersection and reduce conflicts caused by the slower pedal-power startup of bicycles. Bike boxes are usually green, to improve visibility, and usually require No Turn on Red (NTOR) restrictions. There are three kinds of bike boxes:

LEFT-TURN ACCESS

These extend all the way across the through-travel lanes, giving bicyclists priority in making left turns.

RIGHT LANE PRIORITY

These allow bicyclists to proceed to an advance queue area at the front of the intersection, reducing the risk of crashes between cyclists in bike lanes and motorists making right turns.

BOX-TURN ACCESS

Also called two-stage turn-queue boxes, these are usually used with cycle tracks or shared-use paths, which do not allow cyclists to merge into traffic lanes to make traditional left turns. These boxes create a queue area on the far side of the intersection and allow bicyclists to turn left in two stages: first crossing the street, then repositioning into the right lane or bike path of the intersecting street.



BIKE BOX



BIKE BOX WITH RIGHT AND LEFT TURN LANE



SHARED LANE MARKING WITH DASHING

THROUGH-BIKE LANES, TRANSITIONAL DASHING, AND COLORED PAVEMENT MARKINGS

At intersections where there are conflicting travel movements, dashing can indicate hazards or guide bicyclists to the proper path. For instance, a dashed line can indicate where a right-turn-only lane requires motor vehicles to cross a bike lane. In areas where there are many conflicts, high crash rates, and/ or high vehicle/bike usage, dashed lines can be supplemented with colored pavement or shared lane marking to improve visibility.

Although space is at a premium at many intersections, this should not limit the inclusion of bicycle ways. In these situations, shared lane markings can guide bicycle movements.

Intersection markings can also be used to show the safe transition of one bike facility type to another through an intersection, such as from a bike lane to a marked shared lane.



BICYCLE CROSSWALK

TABLE 4E BICYCLE INTERSECTION TREATMENTS

Intersection Treatment Type	Dimensions	Design Considerations	Guideline
Left Turn Access Bike Box	10 to 16 ft. deep, to allow for two rows of bicyclists in the queue area. Extends to the farthest left lane.	Use on high volume bicycle ways where conflicts exist between vehicular and bicycle turning movements, particularly where high instances of left turning bicyclists or right turning vehicles.	Center bike symbols within the box and the pavement should be colored green. Transverse lines form the outer edge of the box. Use a stop bar to indicate the appropriate stopping locations to vehicles. Intersections with bike boxes must be designated as No Turn on Red.
Right Lane Priority Bike Box	10 to 16 ft. deep, to allow for two rows of bicyclists in the queue area. Extends over only the right lane.	Use on high volume bicycle ways where conflicts exist between vehicular and bicycle turning movements, particularly where high instances of right turning vehicles.	Center bike symbol pavement markings within the box and fill box with green pavement markings. Transverse lines form the outer edge of the box and include a stop bar to indicate the appropriate stopping locations to vehicles. Intersections with bike boxes must be designated as No Turn on Red.
Box-turn Access or Two-stage Turn Queue Boxes	Minimum of 3 ft. wide by 10 ft. deep.	Typically used on high volume/high speed roadways where additional separation between vehicles and bicycles is desirable. Use in combination with cycle tracks and shared use paths to facilitate left turns, but may be used with any bicycle accommodations. Use in combination with intersection markings.	Place queue area within a buffered area of the roadway. Can be placed to the left of a bicycle through travel way when a separation buffer exists; otherwise be place to the right of the bicycle through travel way extending to the crosswalk. Place bicycle symbol and turning arrow in box to indicate the direction of travel. Fill box with green colored pavement, Intersections with two-stage queue boxes should be designated as No Turn on Red.
Dashing Intersection Marking	Minimum of 6 in. Dashed lines should be at least the same width as the line they are extending. Crossing lane width should be the same as the lane they are extending. Bicycle lane marking, or shared lane marking may be used, per MUTCD.	Can be used at intersections with complicated turning movements to direct bicyclists to facility on other side. Consider use on roadways with bike lanes or to transition between facilities.	Dashed lines should be 2 ft. long with a 2 to 6 ft. spacing. Alternatively, 14 to 20 in. squares can be spaced evenly to improve visibility.
Colored Pavement Intersection Marking	Same as area being designated.	Can be used in bike lanes and cycle tracks to increase visibility. Should be used in turning conflict areas or through intersections to improve visibility and demarcate unclear bicycle travel paths or to transition between facilities.	The color green shall be used to indicate bicycle facilities. Edges will be marked with solid bike lane lines or dashed lines. Coloring can be dashed in conjunction with dashed lines to minimize material use. Yield to bike signs can be used in conjunction with colored paving. Should use skid resistant and retro-reflective materials.
Through Bike Lane Intersection Marking	Lane should be 6 ft. wide, with a 4 ft. minimum. The line should be at least the same width as the line they are extending. Width of lane should be equal to lane that is being extended. Bicycle lane marking can be used, per MUTCD. The adjacent turn lane should be a minimum of 9 ft.	Through bike lanes should be used where right turn lanes conflict with through bicycle movements (or left turn lanes on one-way streets with left-side bike lanes).	Dashed lines should be 2 ft. long with a 2 to 6 ft. spacing. Dashings signifying merge area should begin 50 to 100 ft. in advance of the intersection; 100 ft. should be used for high volume and high speed corridors. Should be placed to the left of a right turn lane (or right of a left turn lane on one- way streets with a one side bike lane). Should not be used on streets with double right turn lanes.
Through and Directional Intersection Marking	Same as shared lane marking per MUTCD.	Can be used at intersections with complicated turning movements to direct bicyclists to facility on other side. Should be considered on roadways with cycle tracks or bike lanes.	Can be placed in the center of a shared vehicle lane or within the center of a dashed through bicycle lane. If used to indicate two-way flow in intersection crossings of two-way cycle paths or shared use paths markings facing opposite directions, should be placed next to each other with a dashed center line separating the traffic flow.
	Same as shared lane marking per MUTCD.	Chevrons may be oriented in the direction of travel to improve wayfinding; this practice can delineate turns in established bicycle routes and improve visibility at conflict points when cyclists are moving across vehicle travel lanes.	Place shared lane marking in the appropriate location within the vehicle lane. Rotate the chevrons to indicate the direction of travel.

REFUGE ISLAND

Refuge islands or crossing islands reduce crossing distance and allow pedestrians and cyclists to cross only one direction of traffic at a time. Crossing islands are most beneficial at unsignalized pedestrian crossings, but they also can be useful to shorten crossing distances at signalized intersections.

PORK CHOP ISLAND

A right-turn corner island, or "pork-chop" island, creates a refuge between a right-turn lane and the through lanes, splitting up the crossing movement. Right-turn corner islands can be used to retrofit existing intersections with large turning radii that promote higher vehicle speeds, thereby reducing effective vehicle speed. They also reduce pedestrian crossing distance at multi-lane intersections.

CURB BULBOUT/EXTENSION

A curb bulbout is an extension of the sidewalk into the parking lane, reducing roadway width and creating a shorter crossing distance for pedestrians. These can also be called neckdowns. Curb extensions can be used to slow vehicular traffic and increase awareness of pedestrians. All curb bulbouts on bus routes and at bus stops should be at least 40 feet long, to accommodate passenger access at both bus entrances. Bulbouts should not extend into bicycle lanes.



REFUGE ISLAND



PORK CHOP ISLAND, CREDIT: MODERN TRANSIT SOCIETY



CURB BULBOUT/EXTENSION

TABLE 4F MEDIANS AND ISLANDS

Island Type	Dimensions	Design Considerations	Guideline
Medians and Refuge Islands	Varies; depends on roadway constraints, minimum 4 ft. wide	Can be used on bus routes and emergency routes. Requires clear bicycle accommodations on bike routes.	ADT $<$ 20,000 Speed limit of \leq 30 mph
Pork Chop Islands	Varies; depends on under utilized space between right turn lane and thru lanes. Includes a pedestrian refuge area.	Includes pedestrian refuge areas; crossings should be placed so as to shorten the crossing distance and maximize vehicle visibility. Crossings should include a stop bar placed 4 ft. from the cross walk. Can be used on bus routes and emergency routes.	Appropriate tool to retrofit any roadway that has been designed with wide turning radii and excessive pedestrian crossing distances.
Curb Bulbouts/Bumpouts	Varies, often 7 to 8 ft., when used with parallel parking, only where curb parking exists.	Can be used on bus routes and emergency routes. Requires clear bicycle accommodations on bike routes. Also called neckdowns/chokers.	ADT < 20,000 Speed limit of ≤ 30 mph

EFFECTIVE TURNING RADIUS

When designing intersections, the effective turning radius, rather than the corner radius, should be used wherever possible. On corridors that are prioritized for multimodal facilities, tighter turning radii are preferred because they result in shorter crossing distances and slower vehicle turning speeds.

Two design decision approaches can create a larger effective turning radius while maintaining small corner radii:

Bike lanes and parking lanes dramatically increase the effective turning radius, at a ratio of 3.4 feet added for every foot of lane at right-angle intersections.

Because vehicle codes require motorists to turn into the first or nearest available lane, designers of multiple-lane roadways can interpret the "nearest available" lane to be the second vehicle lane. On roadways with single lanes, this could be interpreted to allow large vehicles to encroach into oncoming traffic lanes.

BUS PADS

Bus pads are concrete pads designed to support the standing weight of buses at bus stops. Bus pads should be considered on high-volume bus corridors where there is existing or developing degradation of asphalt surfaces, as evidenced by potholes or sinking areas near bus stops.

PEDESTRIAN ACCOMMODATIONS

Sidewalks should be provided wherever transit service exists or is planned for the future. Sidewalks that access transit should be a minimum of 6 feet in width, enabling two adults to walk comfortably side-by-side. In urban areas, where street furnishings, parking meters, signposts and other elements may clutter the sidewalk, the desirable minimum width is 10 feet.

TRANSIT SHELTER

Transit shelters should be provided in any area prioritized for transit, especially in districts that are major regional destinations. Transit shelters should be designed to fully shield waiting passengers from inclement weather; prevailing winds and storm directions must be considered in design and siting. While custom designs can be developed, all designs should meet the specifications of the servicing transit agencies. Generally, shelters should be at least 5 feet deep and long enough to provide space for a minimum of three seats, plus wheelchair accessibility. Bus transit shelters typically are placed in the furniture zone, so patrons can board more readily; if the furniture zone is not wide enough, the frontage zone may be used. Transit shelter placement should never limit the pedestrian way to less than 5 feet. Pace can assist communities in the design of transit shelters and provides funding for them.



BUS PAD



BUS SHELTER

TABLE 4G BUS STOP DESIGN FEATURES

Bus Stop Design Feature	MIN	Target	MAX	Length Range	Notes
Furnishing Clearance	4	8	8	Varies	Where space is available, otherwise remove furnishings from stop.
Door Clearance	4	4	8	Varies	At bus doors
Wheel Chair Lift Clearance	4	9	9	Varies	At wheel chair lift location, ADA requires 3 ft. of width for wheelchair operation.

GATEWAYS AND BRANDING

Gateways identify entrances to communities and districts. Gateways can be bold statements, such as arched entryways, or can be more simply marked by signs and landscaping. Gateway areas are good places to site wayfinding signs and other identity features, such as banners and public art installations.



GATEWAY SIGNAGE



BRANDED BENCH

STREET SIGNS

Best practices for street signs are included in the MUTCD. When placing signs for multimodal transportation corridors, the following principles should be considered:

Signs for motor vehicles should also be visible and usable by bicyclists and pedestrians, where appropriate; for example, street name signs should face both directions at intersections of one-way streets, for pedestrian use.

Pedestrian warning signs are important at unsignalized crossings, to caution drivers to look for people crossing the street.

Bicycle signs can be used for wayfinding and regulatory purposes, and also help to raise motorists' awareness of cyclists. Bicycle wayfinding signs should include the destination, distance, and direction. Regulatory signs inform cyclists, pedestrians and motorists about rules and regulations for safe cycling and shared use. The MUTCD includes specifications for bicycle wayfinding, regulatory, and warning signs.



BIKE LANE SIGNAGE



IN ROAD MUST STOP FOR PEDESTRIANS SIGN



BICYCLE WAYFINDING SIGNAGE

TABLE 4H SIGNAGE

Signing Categories		Dimensions	Spacing	Design Considerations
Street Signs	Vehicular	4 ft. to 6 ft. H	Varies Place accord — Place accord	Place according to MUTCD.
	Pedestrian	4 ft. to 6 ft. H		Place according to MUTCD.
	Bicycle	4 ft. to 6 ft. H	—	Place according to MUTCD.
Transit Signs	Transit	7 ft. H	Place at every bus stop.	Place according to Pace Development Guidelines.
Interpretive Signs	Kiosks, signs, markers, installations, banners	Varies	Varies	Place to accentuate transportation systems: transit, pedestrian, and bicycle. Place at landmarks like parks, historic sites, or to highlight districts.
POLICIES & PROGRAMS

Non-Infrastructure Initiatives that Support Active Transportation

CHAPTER 5 | PROGRAMS & POLICIES

5.1 Overview

Policies and programs help create a supportive and welcoming environment for pedestrians and cyclists and provide near-term steps that can be taken in advance of infrastructure improvements.



MOTHER AND DAUGHER WALK IN MELROSE PARK. IMAGE COURTESY OF SARA RODRIGUEZ.

52 Policy Recommendations

Policies that help shape how roads are designed, developed, and maintained are an important part of a community's approach to active transportation.

In order to create a comprehensive approach to active transportation in Melrose Park, this plan recommends that policies be considered related to local development, roadway construction, and around safety.

COMPLETE STREETS POLICY

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

To ensure that these principles play a lasting role in the development of the local transportation network, Melrose Park should adopt a Complete Streets policy. This means committing to the accommodation of bicyclists, pedestrians and transit users as well as motor vehicles in all new transportation construction and maintenance projects, whenever appropriate. Links to guidance on the development of Complete Streets policies are included in the plan's Appendix.

DEVELOPER DESIGN GUIDANCE

While the Village of Melrose Park is almost entirely built out, the occasional new development opportunity may come along. Having guidelines for future developments that incorporate design considerations for pedestrians, cyclists, and transit users can help make the development process smoother and ensure that the Village's goals and priorities are included. Examples include:

Giving priority to continuous sidewalks adjacent to large developments and require connectivity to building entrances.

Requiring a maximum setback distance for building entrances, ensuring shorter trips through parking lots for cyclists and pedestrians.

Requiring street connectivity for residential developments in order to improve the directness of routes, again decreasing distance barriers for walking and bicycling.

Increasing flexibility on the required number of car parking spaces in order to limit parking lot size.

Creating minimum standards for bicycle parking accommodations at commercial and workplace

Developing guidelines for planting trees, installing benches, including pedestrian scale lighting, and installing awnings at business districts.

SAFE ROUTES TO SCHOOL

Melrose Park's gridded street network and compact development patterns make it fairly easy for students to walk and bike to school. Yet each day, traffic backs up around during arrival and dismissal times. Safe Routes to School is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement and engineering projects aimed at making the trip to school safe, fun and convenient for students in elementary and middle school. The Village should partner with Melrose Park-Broadview District 89, the Melrose Park Police Department, Veterans Park District, and parents to develop a comprehensive strategy around increasing walking and biking trips to schools in the community. This committee can focus its efforts first on applying for Safe Routes to School funding to improve the Chicago Avenue/ Lake Street/17th Avenue Intersection, and then on organizing events, such as International Walk to School Day, to encourage more students to walk and bike regularly to school.



DEVELOPING A SAFE ROUTES TO SCHOOL PROGRAM WILL REQUIRE INVOLVEMENT FROM THE SCHOOL DISTRICT, POLICE, PUBLIC WORKS, AND PARENTS



ALL NEW DEVELOPMENTS SHOULD INCLUDE BIKE PARKING

53 Program Recommendations

Programs help educate all users of the road of their rights and responsibilities, encouragement activities engage local residents in activities designed to get more people to walk and bike, and enforcement activities promote safe travel behaviors on local streets.

COMMUNITY BIKE RIDES

Bike rides are a great way to encourage people to bike in the community and can be used to promote local festivals, businesses, and destinations. In Melrose Park in particular, the community could organize an annual bike ride to the Taste of Melrose Park. By offering bike valet at the event, this could entice more people to ride to the event as well. The Village could host a Ride with the Chief event. Residents could bike with the Fire Department and there could be bike light giveaways.

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

BIKE REPAIR AT COMMUNITY EVENTS

Many people stop riding their bike because they have a flat tire or a broken part they are not sure how to fix. The Village could recruit with local volunteers to attend events and help fix these minor issues. Community members in the planning process expressed interest in volunteering for such an initiative.



VOLUNTEER BIKE MECHANICS COULD BE AVAILABLE AT Community events to assist with bike repair



ORGANIZED BIKE RIDES CAN ENCOURAGE MORE PEOPLE TO BIKE

CHAPTER 5 | PROGRAMS & POLICIES

ORGANIZE A CAUGHT BEING GOOD CAMPAIGN

Melrose Park Police could reward children for good walking and biking behaviors. When officers observe these behaviors they can reward children by "pulling them over" and giving them a reward "ticket". Working with local businesses to donate rewards provides sustainability to this program and encourages children to walk and bike safely around Melrose Park.

HOLD BIKE SAFETY GIVEAWAY

West Lake Hospital has an annual bike helmet giveaway. The Village should promote this as a part of its active transportation efforts, and should also consider ways to expand the program to other events and activities or recruit other organizations to donate safety giveaways.

BILINGUAL BICYCLE/ PEDESTRIAN/DRIVER AWARENESS CAMPAIGN

Melrose Park can distribute information about safety and the active transportation network to the community through the following means:

Use local media outlets such as the Village website and the Rose to broadcast videos and publish articles on bike and pedestrian safety.

Arrange for bicycle and pedestrian information to be reprinted and/or distributed by local churches and schools.



CAUGHT BEING GOOD CAMPAIGN IN WILMETTE



HELMET GIVEAWAYS AND FITTINGS CAN BE DONE AT LOCAL EVENTS



BIKE FRIENDLY BUSINESSES PROVIDE AMPLE BIKE PARKING AND INCENTIVES FOR CYCLISTS WHO SHOP AT THEM

BIKE FRIENDLY BUSINESSES

Bike friendly businesses create promotional events and incentives for shoppers who visit on bike. Local businesses can offer discounts to people carrying helmets, organize group rides, and provide bike maps of the local area. Bike friendly business districts should have ample bike parking to ensure cyclists have a place to lock-up while shopping. The Village can work with the local chamber of commerce to establish criteria for bike friendly businesses.

TRITON COLLEGE PROGRAMS

Triton College has already implemented a number of initiatives to increase active transportation to campus and is exploring new ideas, including:

Providing a discount for students to become Divvy members

Organizing a group ride when the North Avenue sidepath construction is complete

Improving the route from the R to the T building

In addition, the College can explore other events and activities to increase active transportation use to campus:

HOLD A BIKE TO CAMPUS EVENT

Triton College can host an annual event in conjunction with national bike week to encourage students to bike to school.

PROVIDE INCENTIVES FOR STUDENTS THAT WALK, BIKE, OR TAKE TRANSIT TO SCHOOL

Elmhurst College provides a free bicycle to students who choose to opt-out of the school's on-campus parking program.

DISTRIBUTE A MAP AND MODE CHOICE OPTIONS TO STUDENTS

Students may choose to walk, bike, and take transit more often if they are aware of safe cycling routes and transit route options. This information can be distributed to students during registration each semester.

ADD DISTANCES TO WAYFINDING SIGNAGE ON CAMPUS

Triton students remarked that walking on campus would be more fun if the wayfinding signage included distances.

OFFER COVERED BIKE PARKING FOR STUDENTS AND FACULTY

Covered bike parking reduces maintenance requirements for bikes by shielding them from the elements. Because of this, installing covered bike parking may encourage more people to bike to campus.



TRITON COLLEGE COULD ENCOURAGE STUDENTS TO BIKE TO SCHOOL DURING BIKE WEEK



IMPLEMENTATION

Framework for Plan Implementation

6.1 Overview

This chapter creates a framework for implementing plan recommendations that addresses project feasibility, funding, and partnerships. The following chapter summarizes priorities and implementation strategies for the Village of Melrose Park to pursue as they advance recommendations in this plan. Implementation prioritization was determined based on a variety of factors, including an equity analysis; access to destinations (such as the Metra Station, Pace bus stops, Des Plaines River Trail, shopping areas, schools, and parks); community engagement; roadway jurisdiction; crashes; and planned roadway projects. Although the prioritization analysis provides a guide for phasing implementation of the plan, opportunities should also be considered as they arise from the capital improvement plan; IDOT or neighboring municipal roadway projects; and available funding sources. The end of the chapter also provides recommendations for funding, oversight, and performance measures to promote implementation.



PUBLIC WORKS CREW APPLIES FRESH GREEN PAINT TO A BIKE LANE

Analysis

Scoring proposed routes and intersection improvements based on local priorities, demographics, and project feasibility provides a framework for project prioritization, plan implementation, and funding prioritization. Each of the maps on the following pages illustrates a spatial analysis that was conducted in GIS on the proposed route and intersection recommendations in the plan. The purpose of the analysis was to score each of the recommendations based on various criteria, including community engagement, local and regional destinations, safety, feasibility, and equity. The scores were ranked to determine low, medium or high priority recommendations based on each of the criteria, described in more detail below.

Many of the below prioritization criteria may be used as support in federal grant applications. For more information, see the Funding section of this chapter.

PRIORITIZATION CRITERIA

COMMUNITY ENGAGEMENT PRIORITY

Key destinations, intersection and crossing barriers, and roadways that would be ideal candidates for pedestrian and bike improvements were identified by the steering committee and community members in meetings and the survey. These data were collected as points and lines and weighted in the analysis by number of votes. A route or intersection receiving a high priority score in the analysis was mentioned often during the community engagement process. Low priority routes were either mentioned less often or not at all. Although all residents weren't reached during the community engagement process, and in some cases further communication and cooperation with adjacent residents and land owners would be needed to build the facilities, this score can help indicate how a facility would be received by the community.



COMMUNITY MEMBERS IDENTIFY PRIORITY ROUTES AND DESTINATIONS DURING THE COMMUNITY WORKSHOP

FIGURE 6A: COMMUNITY ENGAGEMENT PRIORITY SCORE FOR ROUTES



FIGURE 6B: COMMUNITY ENGAGEMENT PRIORITY SCORE FOR INTERSECTIONS



DESTINATIONS PRIORITY SCORE

Creating a comprehensive network of active transportation facilities that get residents to key destinations they will need to reach for either daily or recreational needs is important as the network is built out. This analysis scored routes and intersections that connect to the highest concentration of destinations. Destination data analyzed included parks; schools; Pace bus stops; trail access points; and CMAP land use data classified as commercial, office, mixed use, cultural/entertainment, hotel/motel, medical, educational, government administration and services, and recreational open space.

A high priority route or intersection provides a vital link in the network to connect residents to key destinations. A low priority route or intersection will be the furthest from these destinations, but may still be important in the long-term to create a complete network. High priority destination areas may be good candidates for destination-based federal grants, such as the Safe Routes to School program that targets pedestrian and bike improvements around schools. For more information, see the Funding section of this chapter.



GUY GUERINE SENIOR CENTER



TRITON COLLEGE



BULGER PARK

FIGURE 6C: DESTINATIONS PRIORITY SCORE FOR ROUTES



FIGURE 6D: DESTINATIONS PRIORITY SCORE FOR INTERSECTIONS



SAFETY AND FEASIBILITY PRIORITY SCORE

The maps on the following page include an analysis of all injury or fatal crashes within 200 feet of proposed route or intersection recommendations, all bicycle and pedestrian crashes in the community, and roadway jurisdiction (municipal, township, county or state). Routes or intersections that are locally controlled received the highest ranking and roadways that are state controlled received the lowest. It is much simpler and requires less coordination to make improvements to a municipal roadway than coordinating with other agencies. The crash and jurisdiction data were combined and analyzed together to determine overall safety and feasibility scores. Higher priority scores are assigned to routes and intersections that most closely fit these criteria. It is important to note that roadways not included in this plan could also have a high number of crashes, so it is recommended that the Village keep a pulse on upcoming roadway projects and use this plan as a leveraging tool to engage in the design process.

In addition to pedestrian and bike crashes, vehicle only injury and fatal crashes were also considered in the analysis. In some cases, the absence of pedestrian and bike crashes on a roadway does not mean that the roadway is safe for non-motorized users of the road. It could mean that the roadway is so unsafe that people do not feel comfortable walking and biking there, which is the case with many high speed arterials that provide key transportation connections in the community.

These maps help identify roadways that may be most feasible to implement (locally controlled) and have the most safety issues. However, upcoming projects on roadways controlled by other agencies and communities should continually be evaluated and incorporated for coordination.

FIGURE 6E: SAFETY AND FEASIBILITY PRIORITY SCORE FOR ROUTES



FIGURE 6F: SAFETY AND FEASIBILITY PRIORITY SCORE FOR INTERSECTIONS



EQUITY PRIORITY SCORE

The following two maps analyze route and intersection priorities based on the 2009-2014 American Community Survey. The variables included are: population speaking English less than "very well," median household income, population density, and percent of population under 18 and over 64 by block group. Routes and intersections scored as higher priority connect to the highest density places where the most low-income residents, youth and senior citizens, and those with limited English live. Lack of alternative modes of transportation have the greatest impact on families for whom automobile ownership is a financial burden, those who are too young or beyond their driving years, and for those whom language is a barrier--especially when wayfinding and schedule information

for the transportation system is unclear or not readily available. Solid transportation options provide more economic opportunities and freedoms. Routes and intersections with a higher score will have the greatest impact on mobility choices and provide more transportation independence for these residents. Low priority score routes or intersections may be the furthest from equity target areas but may still be important in providing a comprehensivelyconnected network in the long term.

High equity priority areas may also be good candidates for different kinds of demographically targeted grant programs, such as the Cook County Community Development Block Grants that require applications to be in low or moderate income areas. More information on the CDBG grant is in the Funding section of this chapter.



THE VILLAGE'S LARGE YOUTH POPULATION IS ONE OF THE PRIORITY GROUPS INCLUDED IN THE EQUITY ANALYSIS.

FIGURE 6G: EQUITY PRIORITY SCORE FOR ROUTES



FIGURE 6H: EQUITY PRIORITY SCORE FOR INTERSECTIONS



OVERALL PRIORITY SCORE

Overall priority is a combined score of all the above maps, including: community engagement, destinations, safety and feasibility, and equity. The routes and intersections with the highest priority scores received the highest ranking among all the variables and should be the road map for initial roadways that are critical to building out the active transportation network. The highest ranked routes and intersections could also provide compelling support in federal funding applications or when coordinating improvements with IDOT and other municipalities on roadway projects.



THE TRITON COLLEGE COMMUNITY IDENTIFIES BARRIERS TO WALKING, BIKING, AND TAKING TRANSIT TO CAMPUS.

ROUTES AND INTERSECTIONS IMPLEMENTATION

The charts starting on page 92 summarize the priority scores (low, medium, high) for each of the recommended route and intersection facilities. The charts also provide other considerations for the recommendations, such as interagency coordination.

FIGURE 61: OVERALL PRIORITY SCORE FOR ROUTES



FIGURE 6J: OVERALL PRIORITY SCORE FOR INTERSECTIONS



Road Name	From/To	Facility Type	Status	Jurisdiction/Coordination
5th Ave	Augusta St/River Road	Bike Lane	Planned	IDOT, River Grove, Maywood and Triton College
9th Ave	North Ave/Chicago North and Western Railroad	Bike Lane	Planned	Municipal
Armitage Ave	Cornell Ave/Mannheim Rd	Bike Lane	Programmed	Municipal
Broadway Ave	North Ave/Main St	Bike Lane	Planned	Municipal. Coordinate with business owners on parking lane conversion or pursue a parking study through CMAP LTA program.
Chicago Ave	15th Ave/9th Ave	Bike Lane	Planned	IDOT
Main St	11th Ave/1st Ave	Bike Lane	Planned	Municipal
15th Ave	North Ave/Main St	Neighborhood Greenway	Planned	Municipal
22nd Ave	North Ave/Lake St	Neighborhood Greenway	Planned	Municipal
23rd Ave	North Ave/Lake St	Neighborhood Greenway	Planned	Municipal
31st Ave	Lake St/Division St	Neighborhood Greenway	Planned	Municipal
Andy Dr	Elsie Dr/1st Ave	Neighborhood Greenway	Planned	Municipal
Andy Dr	Elsie Dr/5th Ave	Neighborhood Greenway	Planned	Municipal
Carson Dr	Division St/Lake St	Neighborhood Greenway	Planned	Municipal
Cornell Ave	Soffel Ave/Lake St	Neighborhood Greenway	Planned	Municipal
Division St	Stone Park Borde/Indiana Harbor Belt Railroad	Neighborhood Greenway	Planned	Municipal
Division St	Carson Dr/25th Ave	Neighborhood Greenway	Planned	Municipal
Division St	25th Ave/22nd Ave	Neighborhood Greenway	Planned	Municipal

Road Name	From/To	Engagement Priority	Safety & Feasibility Priority	Destinations Priority	Equity Prioritization	Overall Priority
5th Ave	Augusta St/River Road	High	Medium	Low	Low	Medium
9th Ave	North Ave/Chicago North and Western Railroad	Medium	Medium	Medium	Low	Medium
Armitage Ave	Cornell Ave/Mannheim Rd	Low	Low	Low	Low	Low
Broadway Ave	North Ave/Main St	Medium	High	High	Medium	High
Chicago Ave	15th Ave/9th Ave	Medium	Medium	High	Medium	Low
Main St	11th Ave/1st Ave	Low	Medium	High	High	Medium
15th Ave	North Ave/Main St	Medium	High	High	Medium	Medium
22nd Ave	North Ave/Lake St	Medium	High	High	High	High
23rd Ave	North Ave/Lake St	Medium	High	High	High	High
31st Ave	Lake St/Division St	Low	Medium	Medium	Medium	Medium
Andy Dr	Elsie Dr/1st Ave	Low	Low	Medium	Low	Low
Andy Dr	Elsie Dr/5th Ave	Low	Low	Medium	Low	Low
Carson Dr	Division St/Lake St	Low	Medium	Medium	Medium	Medium
Cornell Ave	Soffel Ave/Lake St	Medium	Medium	High	Medium	Medium
Division St	Stone Park Borde/Indiana Harbor Belt Railroad	Low	Medium	Medium	Medium	Medium
Division St	Carson Dr/25th Ave	Low	Low	Medium	Medium	Medium
Division St	25th Ave/22nd Ave	Low	Medium	High	High	Medium

Road Name	From/To	Facility Type	Status	Jurisdiction/Coordination
Hirsch St	23rd Ave/Elsie Dr	Neighborhood Greenway	Planned	Municipal
Le Moyne St	15th St/14th St	Neighborhood Greenway	Planned	Municipal
Main St	11th Ave/1st Ave	Neighborhood Greenway	Planned	Municipal
Thomas St	23rd Ave/Bataan Park	Neighborhood Greenway	Planned	Municipal
Rice St	21st Ave/9th Ave	Pedestrian Priority Street	Planned	Municipal
17th Ave	Lake St/Iowa St	Safe Routes to School Priority Area	Planned	Municipal. Safe Routes to School grant opportunity.
Rice St	11th Ave/19th Ave	Safe Routes to School Priority Area	Planned	Municipal. Safe Routes to School grant opportunity.
25th Ave	Chicago North and Western Railroad Tracks/Armitage Ave	Sidepath	Planned	IDOT
Cornell Ave	North Ave/Armitage Ave	Sidepath	Programmed	Municipal
Lake St	25th Ave/Melrose Park limit	Sidepath	Planned	IDOT
Mannheim Rd	Armitage Ave/North Ave	Sidepath	Planned	IDOT
Mannheim Rd	Lake St/Proviso Dr	Sidepath	Planned	IDOT and Stone Park
North Ave	Thatcher/Cornell Ave	Sidepath	Programmed	IDOT
10th Ave	Augusta St/Walton St	Sidewalk	Planned	Municipal
10th Ave	Main St/Lake St	Sidewalk	Planned	Municipal
13th Ave	Division St/Chicago Ave	Sidewalk	Planned	Municipal
15th Ave	North Ave/Bloomingdale Ave	Sidewalk	Planned	Municipal

Road Name	From/To	Engagement Priority	Safety & Feasibility Priority	Destinations Priority	Equity Prioritization	Overall Priority
Hirsch St	23rd Ave/Elsie Dr	Medium	Medium	Medium	Medium	Medium
Le Moyne St	15th St/14th St	High	High	Medium	Medium	High
Main St	11th Ave/1st Ave	Medium	Medium	High	High	High
Thomas St	23rd Ave/Bataan Park	Low	High	Medium	Medium	Medium
Rice St	21st Ave/9th Ave	Medium	Medium	High	Low	Medium
17th Ave	Lake St/Iowa St	High	High	High	Medium	High
Rice St	11th Ave/19th Ave	High	High	High	Medium	High
25th Ave	Chicago North and Western Railroad Tracks/Armitage Ave	Medium	Medium	Medium	Medium	Medium
Cornell Ave	North Ave/Armitage Ave	Low	Low	Medium	Medium	Low
Lake St	25th Ave/Melrose Park limit	Low	Medium	High	Medium	Medium
Mannheim Rd	Armitage Ave/North Ave	Low	Medium	Medium	Medium	Medium
Mannheim Rd	Lake St/Proviso Dr	Low	Medium	Medium	Medium	Medium
North Ave	Thatcher/Cornell Ave	High	High	Medium	High	High
10th Ave	Augusta St/Walton St	Medium	Low	High	Low	Medium
10th Ave	Main St/Lake St	Low	Medium	High	Medium	Medium
13th Ave	Division St/Chicago Ave	Low	Medium	Medium	Medium	Medium
15th Ave	North Ave/Bloomingdale Ave	Medium	High	Medium	Medium	Medium

Road Name	From/To	Facility Type	Status	Jurisdiction/Coordination
17th Ave	North Ave/ Bloomingdale Ave	Sidewalk	Planned	Municipal
18th Ave	North Ave/ Bloomingdale Ave	Sidewalk	Planned	Municipal
1st Ave	River Road/Melrose Park Limit	Sidewalk	Planned	IDOT and Cook County Forest Preserve
5th Ave	North Ave/Elsie Dr	Sidewalk	Planned	IDOT
9th Ave	North Ave/Silver Creek	Sidewalk	Planned	Municipal
9th Ave	Augusta St/Chicago Ave	Sidewalk	Planned	Municipal
9th Ave	Superior St/Huron St	Sidewalk	Planned	Municipal
Armitage Ave	17th Ave/George St	Sidewalk	Planned	Municipal
Armitage Ave	West St/17th St	Sidewalk	Planned	Municipal
Augusta Ave	9th Ave/11th Ave	Sidewalk	Planned	Municipal
Augusta Ave	9th Ave/11th Ave	Sidewalk	Planned	Municipal
George St	Armitage Ave/West St	Sidewalk	Planned	Municipal
Main St	11th Ave/25th Ave	Sidewalk	Planned	Municipal
North Ave	Des Plaines River Trail/1st Ave	Sidewalk	Planned	IDOT
North Ave	Broadway Ave/5th Ave	Sidewalk	Planned	IDOT
North Ave	21st Ave/25th Ave	Sidewalk	Planned	IDOT

Road Name	From/To	Engagement Priority	Safety & Feasibility Priority	Destinations Priority	Equity Prioritization	Overall Priority
17th Ave	North Ave/ Bloomingdale Ave	Medium	High	Medium	Medium	High
18th Ave	North Ave/ Bloomingdale Ave	Medium	High	High	Medium	High
1st Ave	River Road/Melrose Park Limit	Medium	Low	Low	Medium	Medium
5th Ave	North Ave/Elsie Dr	High	Medium	Medium	Low	High
9th Ave	North Ave/Silver Creek	High	Medium	Medium	Low	Medium
9th Ave	Augusta St/Chicago Ave	Medium	Low	High	Low	Medium
9th Ave	Superior St/Huron St	Medium	Medium	High	Medium	Medium
Armitage Ave	17th Ave/George St	Low	Low	Low	Low	Low
Armitage Ave	West St/17th St	Low	Low	Low	Low	Low
Augusta Ave	9th Ave/11th Ave	Medium	Low	High	Low	Medium
Augusta Ave	9th Ave/11th Ave	Medium	Low	High	Low	Medium
George St	Armitage Ave/West St	Low	Low	Low	Low	Low
Main St	11th Ave/25th Ave	Low	Medium	High	High	Medium
North Ave	Des Plaines River Trail/1st Ave	High	High	Low	Low	Medium
North Ave	Broadway Ave/5th Ave	High	High	Medium	Medium	High
North Ave	21st Ave/25th Ave	High	High	High	Medium	High

Road Name	From/To	Facility Type	Status	Jurisdiction/Coordination
North Ave	Indian Boundary Dr/Great Lakes Milk Products	Sidewalk	Planned	IDOT
Superior St	9th Ave/11th Ave	Sidewalk	Planned	Municipal
West St	George St/Palmer St	Sidewalk	Planned	River Grove
West St	Armitage Ave/ Railroad Tracks	Sidewalk	Planned	Municipal

Road Name	From/To	Engagement Priority	Safety & Feasibility Priority	Destinations Priority	Equity Prioritization	Overall Priority
North Ave	Indian Boundary Dr/Great Lakes Milk Products	High	Medium	Medium	Medium	Medium
Superior St	9th Ave/11th Ave	Medium	Medium	High	Low	Medium
West St	George St/Palmer St	Low	Low	Low	Low	Low
West St	Armitage Ave/ Railroad Tracks	Low	Low	Low	Low	Low

TABLE 6B INTERSECTION IMPLEMENTATION

Map#	Intersection Name	Typology	Jurisdiction/	Engagement Priority	Safety & Feasibility	Destinations Priority	Equity Priority	Overall Priority
					Priority		i nonty	
1	North Ave and Cornell	Major/Minor	Municipal	Medium	Medium	High	High	Medium
2	North Ave and Hawthorne	Major/Minor	Municipal	Medium	Medium	Medium	High	Medium
3	North Ave and Indian Boundary	Major/Minor	Municipal	Medium	Medium	Medium	High	Low
4	North Ave and 25th	Major	IDOT	Medium	High	Medium	High	Medium
5	North Ave and Broadway	Major/Minor	Municipal	Medium	High	Medium	High	Medium
6	North Ave and 15th	Major/Minor	Municipal	Medium	High	Medium	High	Medium
7	North Ave and George	Major/Minor	Municipal	Medium	Medium	Medium	High	Medium
8	North Ave and 9th	Major/Minor	Municipal	High	Medium	Medium	Medium	Medium
9	North Ave and 7th	Major/Minor	Municipal	High	High	Medium	Medium	High
10	North Ave and 5th	Major/Minor	IDOT and Municipal	High	High	Low	Medium	High
11	North Ave and 1st	Major	IDOT	High	High	Low	Medium	Medium
12	Lake Street and 44th	Major/Minor	Municipal	Low	Medium	Medium	High	Low
13	Lake Street and Mannheim	Major	IDOT	Low	High	Medium	High	Medium
14	Lake Street and 36th	Major/Minor	Municipal	Low	Medium	Medium	High	Low
15	Lake Street and 27th	Major/Minor	Municipal	Medium	Medium	Medium	High	Medium

TABLE 6B INTERSECTION IMPLEMENTATION, CONTINUED

Map#	Intersection	Typology	Jurisdiction/	Engagement	Safety &	Destinations	Equity	Overall
	Name		Coordination	Priority	Priority	Priority	Priority	Priority
16	Lake Street and 25th	Major	IDOT (north of Lake), Muncipal (south of Lake)	Medium	Medium	High	High	Medium
17	Lake Street and Broadway	Major	Municipal	High	High	High	High	High
18	Lake Street and 15th	Major/Minor	Municipal	Low	Low	Low	Low	Low
19	Lake Street and 9th	Major/Minor	Municipal	Low	Low	Medium	High	Low
20	Lake Street and 18th	Unsignalized	Municipal	High	High	High	High	High
21	Lake Street and Chicago and 17th	Unsignalized	IDOT and Municipal. Safe Routes to School opportunity.	High	High	High	High	High
22	Mannheim and DMV Parking Lot	Major/Minor	IDOT	Medium	Medium	Medium	High	Low
23	Mannheim and Burlington Coat Factory Parking Lot	Major/Minor	IDOT	Low	Low	Medium	Medium	Low
24	Mannheim and Armitage	Major/Minor	Municipal	Low	Low	Medium	High	Low
25	25th and Armitage	Major/Minor	Municipal	Low	Low	Low	Medium	Low
26	5th and Palmer	Unsignalized	River Grove and Triton College	Low	Low	Low	Low	Low
27	5th and Triton North Driveway	Minor	River Grove, Triton College and Pace	Low	Low	Low	Low	Low
28	5th and North Hemmingway Dr	Minor	River Grove and Triton College	Medium	Low	Low	Low	Low

*Note: This intersection was excluded from the prioritization analysis based on steering committee feedback

TABLE 6B INTERSECTION IMPLEMENTATION, CONTINUED

Map#	Intersection Name	Typology	Jurisdiction/ Coordination	Engagement Priority	Safety & Feasibility Priority	Destinations Priority	Equity Priority	Overall Priority
29	5th and South Hemmingway Dr	Unsignalized	River Grove and Triton College	Medium	Medium	Low	Medium	Low
30	9th and Chicago	Minor	IDOT	Medium	Low	Medium	High	Low
31	Armitage and Cornell	Unsignalized	Municipal	Low	Low	Low	Medium	Low
32	Division and 15th	Minor	Municipal	Low	Medium	Medium	High	Low
33	Broadway and Rice	Unsignalized	Municipal. Safe Routes to School opportunity.	High	High	High	High	High
34	Division and 25th	Major/Minor	IDOT	Low	Low	Medium	High	Low
35	Division and 35th	Minor	Municipal	Low	Medium	Medium	High	Low
36	Broadway and Hirsch	Minor	Municipal	Medium	Medium	Medium	High	Low
37	Broadway and Main	Unsignalized	Municipal	Medium	High	High	High	High

63 Project Funding

There are multiple funding sources for transportation programs in Cook County that are applicable to Melrose Park. Most programs are both highly competitive and require a local match, but provide grant funding opportunities for active transportation projects. The majority of federal transportation funding can be used for pedestrian and bike projects.

This section provides information and guidance on the following funding sources:

Programs Administered by the Illinois Department of Transportation (IDOT)

Program Administered by the Illinois Department of Natural Resources (IDNR) Programs Administered by the Chicago Metropolitan Agency for Planning (CMAP)

Program administered by Cook County

Summary chart

PROGRAMS ADMINISTERED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)

Most federal funds are controlled at the state DOT level and distributed as block grants. IDOT administers these federal pass-through funds for local and regional bicycle and pedestrian projects and safety initiatives. The funds are authorized by the current federal transportation bill passed in December 2015, Fixing America's Surface Transportation Act, or FAST Act. FAST Act maintains a lot of the changes from MAP-21, the previous bill. MAP-21 combined a number of previous stand-alone pedestrian and bicycle funding programs (including Safe Routes to School, Recreational Trails and Transportation Enhancements) into a single pot of money: The Transportation Alternatives Program (TAP). With the passing of FAST Act, the TAP funding was moved within the Surface Transportation Block Grant Program (STBG), as a set-aside. However, the structure, competitive process, and flexibility of the program remains the same as TAP.

IDOT has committed to a new program (coming soon) under FAST Act Section 405 that awards money to states where over 15% of all traffic fatalities in 2013 were cyclists and pedestrians. This grant funds 80% of the cost for education and enforcement related programs to reduce pedestrian and bicycle fatalities, including training law enforcement about state pedestrian and bicycle laws and campaigns or education for pedestrians, bicyclists and motorists. This program is unique because it is just for pedestrian and bicycle related projects.

ILLINOIS SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

The SRTS program, administered by the IDOT Bureau of Safety Engineering, uses both infrastructure and non-infrastructure approaches to improve conditions for students who walk or bike to school. The program is designed to enable and inspire children to walk and bike to school through improvements to the local active transportation network within two miles of schools and through programs and initiatives. The local match is 20%. Eligible project sponsors include schools, school districts, and governmental entities. The program encourages applicants to form a local coalition of stakeholders.

Safe Routes to School funding from the Illinois Department of Transportation would be a good option for pedestrian facilities near schools in Melrose Park, such as the facilities proposed on 17th Avenue between Lake and Iowa Streets as well as Rice Street between 11th and 19th Avenues. Many of the other recommendations in the plan are within two miles of school. Melrose Park could target recommendations that receive a high score for safety and feasibility priority in the previous section.

ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM (ITEP)

ITEP was designed to promote and develop non-motorized transportation options and streetscape beautification. Through ITEP, IDOT awards a portion of federal STBG set-aside funds competitively. Any local or state government with taxing authority is eligible to apply. Local governments are required to provide 20% matching funds and work must begin on the projects within three years of receipt of the award. This program is administered by the IDOT Bureau of Programming in the Office of Planning and Programming.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. It requires states to set performance measures and targets for reducing traffic-related fatalities and serious injuries for all modes of transportation. HSIP funds both infrastructure and non-infrastructure solutions (like public safety campaigns) and is administered by IDOT's Bureau of Safety Engineering. The program funds preliminary engineering, land acquisition, construction, and construction engineering. A minimum 10% local match is required.

Routes and intersections that received a high priority score for safety and feasibility in the previous section could be great candidates for this grant in Melrose Park, such as most of the intersections along North Avenue, especially North and 5th, North and 25th, and North and Broadway.

SECTION 402 STATE AND COMMUNITY HIGHWAY SAFETY GRANT PROGRAM

The Section 402 program, administered by the IDOT Bureau of Safety Engineering, provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. There are several subprograms in IDOT's program, but the most pertinent to bicycle and pedestrian issues is the Injury Prevention Program. Section 402 funds do not support infrastructure projects. Eligible applicants include local civic organizations, schools and universities, hospitals, health departments, local governmental agencies, and nonprofit groups. 402 funds are considered seed funding and are not for ongoing or sustained support. These funds are considered very limited and no local match is required.

PROGRAM ADMINISTERED BY THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR)

RECREATIONAL TRAILS PROGRAM (RTP)

The Recreational Trails Program provides funding for land acquisition, development, restoration, and maintenance of trails. The program requires a 30% local match.

Melrose Park could coordinate with the Cook County Forest Preserve in using this funding to create improved connections to the Des Plaines River Trail, such as the recommended sidewalk on North Avenue east of 1st Avenue.

PROGRAMS ADMINISTERED BY THE CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP)

CMAP administers federal pass-through money that funds bicycle and pedestrian facilities: the Congestion Mitigation and Air Quality Improvement Program and the regional allocation of the Surface Transportation Block Grant (STBG) program set-aside (formerly Transportation Alternatives Program or TAP). The STBG funds are programmed in two ways: through CMAP for regional projects and through the Councils of Mayors (COMs) for local surface transportation projects. For their allocation, CMAP funds bike facilities that provide regional connections. CMAP will typically only program pedestrian facilities if they provide access to transit. The other allocation of funding is divided amongst the COMs. The COMs will program these funds to more local and granular pedestrian and bike projects.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The CMAQ program is a flexible funding

source that targets projects and programs to help meet the congestion mitigation and air quality reduction requirements of the federal Clean Air Act.

Bicycle and pedestrian facilities, transit improvements, and traffic flow enhancements make up some of the eligible projects. CMAP will give priority to projects that reduce ozone emissions and particulate matter. The local match is 20%.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

Under FAST Act, the Transportation Alternatives Program is now a set-aside within the STBG program, however the program structure and competitive process did not change under the new act. CMAP's allocation of this program has focused its funding on bicycle projects. Higher scores are assigned to projects that provide for low-stress bicycle facilities. Some eligible projects include connecting two existing trails, installing sidepaths or buffered bike lanes, and extending an existing regional trail.

For this competitive program, 50% of the funding is allocated by a formula based on population and the other 50% is discretionary. The local match is 20%.

CMAP generally gives priority to projects that are a part of the Regional Greenways and Trails Plan, have a high population density near the trail or facility, and have a facility that is well-designed. Additional points are given to projects that are "shovel ready" and have a local match above the 20% minimum.

The target of this program are bikeways that provide connections to the regional trail network. Many of the recommended sidepaths along arterials (such as the ones proposed on 25th Avenue, Lake Street and Mannheim Road) would provide regional connections and could be candidates for this grant.

PROGRAMMED BY THE SUBREGIONAL COUNCILS OF MAYORS (COMS)

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

Under FAST Act, the Surface Transportation Program funding is now a set-aside within the STBG program. This program provides flexible funding that may be used by municipalities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. The program is administered by CMAP. CMAP approves the allocation of this funding to each of the subregional Council of Mayors (COMs).

The six Councils of Mayors in Cook County program these funds. Each of the Councils of Mayors have different project eligibility, application processes, and match requirements. Communities can direct apply through the COMs. This program will fund more granular surface transportation pedestrian projects. All of the COMs in Cook County fund bicycle and pedestrian projects with a 20-30% local match requirement. A matrix from CMAP summarizing these requirements and guides to the project selection criteria for each of the Councils of Mayors are located at the CMAP website. http:// www.cmap.illinois.gov/about/involvement/ committees/advisory-committees/councilof-mayors/surface-transportation-program

Routes and intersections with a high priority score for either Community Engagement or Destinations in Melrose Park could be great candidates for this application and the scores from the analysis could serve as supporting materials.

PROGRAM ADMINISTERED BY COOK COUNTY

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Administered by Cook County's Bureau of Economic Development, CDBG grants provide flexible funding for a variety of community development purposes. The program provides capital improvement funding that can be applied to bicycle and pedestrian facilities that benefit low and moderate income residential neighborhoods. The CDBG program offers funds for several project types, including street improvements, sidewalk improvements, and accessibility improvements to public facilities. Projects eligible for funding must serve primarily residential neighborhoods with low to moderate income populations. The application was recently updated to provide additional scoring for projects that consider complete streets principles, provide greater connectivity, and promote walking, biking and transit access. These funds can be used in creative ways. Skokie used CDBG to fund the homeowner match in a 50/50 sidewalk repair program for income eligible households.

This program has specific income requirements that Melrose Park would need to consider further, however routes and intersections that scored high in the equity prioritization analysis in the previous section could be a good starting points when determining which recommendations to apply for this grant. This grant could be especially useful in filling in sidewalk gaps and making crossing improvements on locally-controlled roadways in Melrose Park. The prioritization analysis from the previous section could be supporting documentation for the grant application.

The below chart summarizes all of the programs relevant to Melrose Park described above.
TABLE 6C SUMMARY OF AVAILABLE STATE FUNDING PROGRAMS

Program Name	Program	Program	Eligible	Key Project	Application	Local	Who Can
	Purpose	Administrator	Projects	Requirements	Process	Match	Apply
						Required	
Transportation Enhancements (ITEP)	To foster cultural, historic, aesthetic and environmental aspects of our transportation infrastructure	IDOT	Bike/ped facilities, safety education programs and encouragement incentives.	Must relate to surface transportation.	Next anticipated call for projects Spring 2018.	Typically 20%	Local governments
Safe Routes to School (SRTS)	To enable and encourage children to walk and bike to school through the 5 Es.	IDOT	Bike/ped facilities, safety education programs and encouragement incentives.	Can only be spent within 1 ½ miles of a school.	Irregular schedule at call of IDOT.	20%	Any governmental entity
Highway Safety Improvement Program (HSIP)	To fund highway infrastructure safety projects aimed at reducing fatalities and serious injuries.	IDOT Division of Traffic Safety	Bike lanes, paved shoulders, Trail/Highway intersection improvements, crosswalks, signal improvement, and curb cuts as well as safety education and awareness programs.	Must address goals written in State Highway Safety Plan.	Generally there is an annual update to the Plan at call of IDOT Division of Traffic Safety.	10%	Any governmental entity or non-profit
Section 402- State and Community Highway Safety Grant Program	To create safety programs aimed at reducing traffic crashes.	IDOT Division of Traffic Safety	Enforcement campaigns to improve bike/ped safety, helmet promotion, educational materials, and training.	Must address goals written in State Highway Safety Plan.	Generally each spring at call of IDOT Division of Traffic Safety.	No match required	Any governmental entity or non-profit
Recreational Trails Program (RTP)	To develop and maintain recreational trails and facilities for both motorized and non- motorized users.	IDNR	Trails, Trail/ Highway intersection improvements, trailheads, educational materials, and training.	30% allocated to non-motorized trail project, 30% for motorized, 40% for diversity of trail use.	Irregular schedules at call of Illinois Department of Natural Resources.	Typically 20%, some 50%	Any governmental entity or non-profit

TABLE 6D SUMMARY OF AVAILABLE REGIONAL AND COUNTY FUNDING PROGRAMS

Program Name	Program	Program	Eligible	Key Project	Application	Local	Who Can
	Purpose	Administrator	Projects	Requirements	Process	Match Required	Apply
Surface Transportation Block Grant Program (STBG)	To fund state and local road and transportation projects.	Cook County Councils of Mayors	Bike/ped facilities. Road projects that include sidewalks receive additional points.	 Must reduce single occupancy vehicle trips and positively impact air quality. Must be applied toward projects on collectors or arterials. 	Varies depending upon sub- regional council of government	Typically 20- 30% for bike/ ped projects	Local governments in Cook County
Community Development Block Grants (CDBG)	To fund community development projects in low- and moderate income communities.	Cook County Bureau of Economic Development	Accessibility projects, sidewalk improvements, street improvements, and other neighborhood facilities.	Must be in predominantly residential neighborhoods with populations identified as low- or moderate-income per application criteria.	Varies, depending on funding availability.	No match required	Local governments
Congestion Mitigation and Air Quality (CMAQ)	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	СМАР	Bike/ped facilities, safety education programs and encouragement incentives, active transportation plans, bike/ ped maps, bike/ ped coordinator position.	 Must be spent in non-attainment and maintenance areas. Will be evaluated on air quality emissions. 	Generally, an annual call for proposals.	Typically 20%	Local or state government agencies
STBG Program Set-Aside (formerly TAP)	To support non- motorized modes of transportation.	СМАР	Bicycle and pedestrian facilities, streetscaping,	 Phase I engineering must be nearly complete. Project must be included in a local, sub-regional or regional plan that was formally adopted. 	Generally, an annual call for proposals in tandem with CMAQ announcement.	20%	Local governments

Implementation and Oversight

Plans require continuous oversight to ensure effective implementation in building out the network as roadway project opportunities and funding sources become available.



NUMBER OF MILES OF NEW BICYCLE FACILITIES IS ONE WAY TO TRACK IMPLEMENTATION OF THIS PLAN

It's important to periodically revisit the plan and stay updated on roadway projects within other agencies and municipal neighbors to make the community a more pedestrian and bike friendly place. The following steps can be taken to assist and track progress of the plan.

CREATE A CITIZEN BICYCLE AND PEDESTRIAN ADVISORY GROUP

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

The Advisory Council will monitor implementation of the plan, organize and promote events celebrating active transportation in Melrose Park, stay updated on potential grant opportunities, reach out to Active Transportation Alliance with questions or for plan implementation assistance, and encourage residents and visitors to use the improved active transportation network. The key stakeholders who comprised the steering committee for this plan would make ideal members of the proposed council. The Wellness Committee would also be a good option for acting as an advisory council for the plan. As plan implementation progresses, other community champions may also join the council.

This group should coordinate with the Triton College Green Committee in partnership plan implemenation around the campus area recommendations.

ESTABLISH A BICYCLE AND PEDESTRIAN COORDINATOR

Users of the active transportation network and the new Advisory Council would benefit from having access to a single municipal staff contact. The bicycle and pedestrian coordinator would serve as a liaison to the Advisory Council, monitor implementation of the plan by municipal staff, coordinate with the Emergency Management Department on street closures for events, and serve as a point of contact for residents and visitors. This person could also be charged with seeking funding for implementation of the plan and creating partnerships with likeminded governments in the region. These could be roles assigned to a current Village staff champion of the plan. The person could be listed as a contact on the Village website and other communication materials as someone to reach for active transportation related questions.

PERFORMANCE MEASURES

Assessing the impact and tracking projects of the active transportation plan is easiest when reliable data is available. Many free and low cost datasets are available to assist with evaluation. The staff member spearheading the plan can collect baseline data and evaluation data on an annual basis.

Melrose Park can use Bicycle Friendly Community data from the League of American Bicyclists, traffic crash reports from Illinois Department of Transportation and the data compiled by the consultants for this plan. Melrose Park could also conduct bicycle and pedestrian traffic counts on an annual basis. The National Center for Safe Routes to School offers a free student traffic count tool and free analysis. Some performance measures to track include:

Miles of bicycle network implemented

Linear feet of new pedestrian accommodations

Number of new ADA compliant curb ramps installed along village streets

Annual school crossing guard walking counts

Annual bike counts on bike routes

Pedestrian and bicycle friendly policies adopted

Educational events and encouragement opportunities offered

Enforcement events held

Review and analyze crash data annually along routes and at intersections before and after recommended improvements are implemented

APPENDIX

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Appendix A: Design Guidance

BIKEWAY AND PEDESTRIAN FACILITIES DESIGN

Guide for the Planning, Design, and Operation of Pedestrian Facilities American Association of State Highway and Transportation Officials (AASHTO), 2004 HTTP://WWW.TRANSPORTATION.ORG

Designing Sidewalks and Trails for Access U.S. DOT Federal Highway Administration HTTP://WWW.FHWA.DOT.GOV/ ENVIRONMENT/BICYCLE_PEDESTRIAN/ PUBLICATIONS/SIDEWALKS/INDEX.CFM

Guide for the Development of Bicycle Facilities, 4th Edition American Association of State Highway and Transportation Officials (AASHTO), 2012 HTTP://WWW.TRANSPORTATION.ORG

Urban Bikeway Design Guide National Association of City Transportation Officials HTTP://NACTO.ORG/CITIES-FOR-CYCLING/DESIGN-GUIDE/

Urban Street Design Guide National Association of City Transportation Officials HTTP://NACTO.ORG/PUBLICATION/ URBAN-STREET-DESIGN-GUIDE/

Complete Streets Complete Networks: A Manual for the Design of Active Transportation Active Transportation Alliance, 2012 WWW.ATPOLICY.ORG/DESIGN

BIKE PARKING

Bicycle Parking Design Guidelines Association of Pedestrian and Bicycling Professionals HTTP://WWW.APBP.ORG/?PAGE=PUBLICATIONS

OTHER RESOURCES

Manual on Uniform Traffic Control Devices Federal Highway Administration, 2009 HTTP://MUTCD.FHWA.DOT.GOV/

Bicycle and Pedestrian Accommodations Bureau of Design & Environment Manual Illinois Department of Transportation, 2011 Edition HTTP://WWW.DOT.STATE.IL.US/DESENV/ BDE%20MANUAL/BDE/PDF/CHAPTER%20 17%20BICYCLE%20AND%20PEDESTRIAN.PDF

Interagency Transit Passenger Information Design Manual Regional Transportation Authority HTTP://WWW.RTAMS.ORG/PDF/PLANNING/ SIGNAGEDESIGNMANUAL.PDF

Transit Street Design Guide National Association of City Transportation Officials HTTP://NACTO.ORG/PUBLICATION/ TRANSIT-STREET-DESIGN-GUIDE/

Transit Supportive Guidelines Pace HTTP://PACEBUS.COM/GUIDELINES/INDEX.ASP

Parking Strategies to Support Livable Communities Chicago Metropolitan Agency for Planning HTTP://WWW.CMAP.ILLINOIS.GOV/ DOCUMENTS/20583/C224C06F-2735-4400-8281-D3C263CE5BA6

Appendix B: Policy Resources

This appendix provides resources to implement the policy recommendations in this plan.

COMPLETE STREETS POLICY RESOURCES

The materials referenced below can assist with formulating a policy, structuring implementation, and developing performance criteria.

ACTIVE TRANSPORTATION ALLIANCE

Active Transportation Alliance has created a policy resource micro-site, WWW.ATPOLICY. ORG, with free access to Complete Streets policy briefs, local policy examples, and implementation materials. The site also includes PDF versions of local complete streets policies and links to reports from national partners on the benefits of complete streets.

COMPLETE STREETS: BEST POLICY AND IMPLEMENTATION PRACTICES

McCann, Barbara, and Suzanne Rynne, Chicago: American Planning Association, 2010.

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

NATIONAL COMPLETE STREETS COALITION

NCSC has a very informative website. accessible at WWW.COMPLETESTREETS. ORG Among others, the following NCSC documents can be considered a good "jumping off" point for those unfamiliar with Complete Streets policy and design.

"Complete Streets Policy Elements." National Complete Streets Coalition. HTTP://WWW. COMPLETESTREETS.ORG/CHANGING-POLICY/ POLICY-ELEMENTS/. Provides a framework by which a Complete Streets policy can be designed and a basic outline of the elements of robust Complete Streets policies.

"Federal Policy Resources." National Complete Streets Coalition. HTTP://WWW. COMPLETESTREETS.ORG/FEDERAL-POLICY/ FEDERAL-POLICY-RESOURCES/. Knowing the trends in national policies concerning Complete Streets can help reinforce local policy initiatives. The NCSC website details past federal activity concerning Complete Streets, features legislative language, and has tips for getting the attention of lawmakers at the federal level.

"MODEL BIKE PARKING ORDINANCE (WITH ANNOTATIONS)"

This annotated model policy for bike parking was developed through the Public Health Law and Policy (name changed to ChangeLab Solutions) HTTP://WWW.CHANGELABSOLUTIONS. ORG/PUBLICATIONS/BIKE-PARKING

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Appendix C: Programming Resources

EDUCATION RESOURCES

There are many organizations who offer free and low-cost resources to educate people about the benefits of active transportation. These include:

ILLINOIS BIKE SAFETY QUIZ CHALLENGE

HTTP://WWW.BIKESAFETYQUIZ.COM/

Encourage cyclists and drivers to test their bike safety and share the road knowledge in this online test designed by Ride Illinois.

NATIONAL SAFE ROUTES TO SCHOOL PARTNERSHIP

WWW.SAFEROUTESPARTNERSHIP.ORG

Offer an annotated bibliography of traffic safety curricula and other educational resources.

ENCOURAGEMENT RESOURCES

Marketing and promotion efforts are essential to any successful bikeways plan. These organizations provide resources to help encourage more cycling:

LEAGUE OF AMERICAN BICYCLISTS

WWW.BIKELEAGUE.ORG

Sponsor the Bicycle Friendly Community program and offer resources for encouragement campaigns. It also certifies instructors to provide bike mechanic and traffic safety skills courses.

ALLIANCE FOR BIKING AND WALKING

WWW.PEOPLEPOWEREDMOVEMENT.ORG

Provide trainings to help develop a movement for cycling in your community.

ASSOCIATION OF PEDESTRIAN & BICYCLE OFFICIALS

WWW.APBP.ORG

Offer webinars and other resources for professionals who implement education and encouragement campaigns.

ENFORCEMENT RESOURCES

ACTIVE TRANSPORTATION ALLIANCE

WWW.ACTIVETRANS.ORG

Provide training for the law enforcement community, including police, judges and prosecutors. The training focuses on best law enforcement practices to ensure traffic safety and an overview of current Illinois traffic safety laws. Active Transportation Alliance also provides free support services for victims of bicycle crashes.

VISION ZERO NETWORK

HTTP://VISIONZERONETWORK.ORG/

Give support, guidance, and trainings for communities interested in reducing all traffic fatalities.

