

RICHTON PARK

Active Transportation Plan



July 2017

ACKNOWLEDGMENTS

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.

Steering Committee Members and Plan Participants

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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 practices included in this plan.

Active Transportation Alliance Project Team

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About the Healthy HotSpot Initiative

This project was supported by the Healthy HotSpot Initiative



Healthy HotSpot is an initiative lead 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.

Data Citations

Land Use Data: Chicagoland Metropolitan Agency for Planning, 2013

Census Data: American Community Survey, 2014

Roadway Data: Illinois Department of Transportation, 2015

Crash Data: Illinois Department of Transportation, 2007-2014.
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

Subarea and Corridor Aerial Maps Service Layer Credits:
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, swisssto and the GIS User Community

Intersection Diagram Aerial Maps: Google Earth 2017

RICHTON PARK

Active Transportation Plan

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1

INTRODUCTION

Setting the stage for
Richton Park's Active
Transportation Plan.

1.1 RICHTON PARK'S VISION

In 2015, the Village of Richton Park received a technical assistance grant from Active Transportation Alliance via the Healthy HotSpot Initiative to develop a Complete Streets policy and implementation strategy. In its policy development process, the Village identified the need to create a community-wide active transportation plan to better understand which streets should be prioritized for bicycle travel, what types of facilities are most appropriate for its streets, which intersections need improvements, and where pedestrian facilities should be enhanced. Following that process, the Village received a second technical assistance grant from the Healthy HotSpot initiative to develop this active transportation plan.

Through the planning process, the plan steering committee developed the following plan vision:

The Village of Richton Park endeavors to create a comprehensive network of roads, trails, and sidewalks that enhances local and regional connectivity and access to transit for active transportation users; contributing to a safer, healthier, and more sustainable future. As the Village grows, this vision

will guide future roadway extensions, neighborhood expansions, and annexations, and will also apply to partnerships with neighboring jurisdictions to ensure regional connectivity to trails and bikeways.

Undeniably, Richton Park has already been moving towards this vision, starting with its network of local paths that knit neighborhoods together, building its first bike lane on Poplar Avenue, developing a proposed bike network within its 2013 Comprehensive Plan, creating its Town Center Plan, and finally by adopting its Complete Streets Ordinance in 2016. This plan picks up where these other initiatives left off and provides detailed recommendations for infrastructure improvements, implementation recommendations, and offers guidance on additional policies and programs the Village and its partners can pursue to make the community a safe, comfortable place for people to travel on foot or by bike. With an eye towards implementation, this plan also includes recommended funding sources and strategies for phasing in infrastructure over time.

1.2 WHY ACTIVE TRANSPORTATION?

Beyond grant funding and prioritization, there are many additional health, social, and environmental benefits to creating a walkable, bikeable community.

- **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.
- **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.
- **Environment:** 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.

1.3 STEERING COMMITTEE PRIORITIES

At the outset of the plan, the Village assembled a steering committee made up of staff, elected officials, and community members to set the vision and priorities of the plan. At the initial meeting, the steering committee evaluated priority destinations, improvements, policies, and programs:

- **Priority Destinations:** Trails, shopping centers and transit stations were ranked highest among destinations.
- **Route Improvements:** Pedestrian and bicycle infrastructure improvements were equally valued by steering committee members. Sidewalk connectivity, safe crossings, crosswalk visibility, lighting, trails, and bicycle wayfinding signage were tied for top priority. Improving mid-block crossings, creating on-street bike lanes, and bicycle parking were tied for second priority.
- **Policies:** The steering committee favored creating policies to encourage bicycle and pedestrian friendly development in Richton Park. Committee members also highly value Complete Streets policies, which the Village already has in place.
- **Programs:** Youth education, enforcement of speeding in school zones, and share the road education were all rated as high priority programs by the steering committee.



1.4 EXISTING CONDITIONS OVERVIEW

Following the initial meeting, steering committee members stayed involved by promoting ways for the community to get involved in the plan and by reviewing recommendations. More details about the steering committee's priorities are included in the Appendix.

The project team reviewed existing datasets, previous Village plans and policies and regional plans and conducted field checks to better understand existing and future conditions in Richton Park. Several key themes emerged from this analysis demonstrating that Richton Park has many assets and opportunities to leverage when building its active transportation network:

- **A modest, but foundational bike network creates a framework for future infrastructure:** Neighborhoods situated around Cicero Avenue, Governors Highway, and connecting to Sauk Trail host a growing network of bike lanes, and thoughtful placement of paths, which provide good access to parks and schools.

- **Opportunities to expand the sidewalk network in conjunction with future development:** Many of the established neighborhoods have a nearly complete network of sidewalks, but other developing neighborhoods have intermittent sidewalks that could hinder local walking trips. Additionally, arterials like Cicero Avenue

and Governors Highway have no sidewalks, which discourage people from walking and bicycling and prevent convenient access from the Village to the Old Plank Trail, Governors State University, and neighboring communities.



Map depicting gaps in Richton Park's sidewalk network..

- **Planned growth will positively impact connectivity for all modes:** Limited connectivity between residential neighborhoods requires people to travel longer distances and may encourage more frequent vehicle trips. However, the Village’s Comprehensive Plan offers detailed strategies for annexing land,

developing greenfields, creating better connectivity by building new roads and extending existing arterials and collectors, and building out an active transportation network.



Visualizations for Richton Park’s Town Center include a new system of pathways along and connecting to Governors Highway and the Metra Station. *Image credit: Houseal Lavigne Associates.*

- **Policies are in place to shape future roadway projects:** The Complete Streets Ordinance offers goals and strategies for creating roads that serve the needs of all users, regardless of age, ability, or mode of travel, and will serve the Village well in advancing recommendations in this plan. However, its zoning requirements do not fully address pedestrian and bicycle issues and can be updated to reflect those.
- **Previous plans support the Village’s active transportation goals:** Richton Park’s Town Center Plan features robust goals for improving community character through streetscaping, sidepath development, and improved pedestrian and bicycle access. Furthermore, its Comprehensive Plan establishes recommendations for bicycle and pedestrian improvements.
- **Richton Park has several ways to engage the public beyond infrastructure:** Presence on social media and bicycle education classes for youth and adults. The Village is also organizing its inaugural family bike ride – Ride the Sauk – in May 2017 to encourage more people to get out and enjoy the community by bike.

1.5 COMMUNITY ENGAGEMENT

To get the community involved in the plan, the project team developed several opportunities for resident engagement, both in person and online. More than 100 people participated in the various events and activities, which included a survey and interactive map, tabling at Resident Appreciation Day, and a pop-up traffic calming event on Richton Square Road. The pop-up event consisted of a duct tape and traffic cone protected bike lane and a mini-roundabout encircled by potted plants. Pictures from the installation are featured to the right.

In all cases, community members were asked to identify priority destinations, priority roads for bicycle and pedestrian improvements, and stressful intersections. The heat map on the following page summarizes the areas that community members mentioned most often. Comments were concentrated on improving intersections on Sauk Trail and Cicero Avenue, creating better access to the Metra Station and Rich South Campus, and creating better connections to the Old Plank Trail.

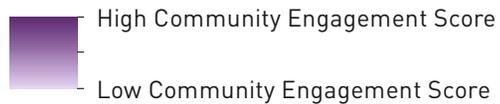


Richton Park's Public Works crew poses after using house plants to create a temporary roundabout.



The temporary protected bike lane on Richton Square Road provided an opportunity to assess ways the facility could be modified in the future.

Community Engagement Hot Spots



Community members were asked to mark priority destinations for walking and biking, uncomfortable intersections, and routes in need of improvement for walking and/or biking. Nearly 100 people responded to the questions either in person or online. The map above shows the hotspot areas identified by community members during the community engagement process.

2

TYPOLOGIES, TOOLS, NETWORK

Tools and strategies for developing a robust network of streets and trails to prioritize active transportation.

2.1 CHAPTER OVERVIEW

This chapter includes pedestrian- and bicycle-focused enhancements for Richton Park's streets, sidewalks, and intersections. The recommendations are aimed at increasing the community's access to destinations identified during the community engagement process.

The Typologies, Tools, and Network Recommendations chapter includes two sections:

- **Active Transportation Network:** Provides an overview of the recommended network of bicycle facilities, pedestrian enhancements, and intersection improvements on existing streets to be constructed in Richton Park.
- **Active Transportation Toolbox:** Offers recommendations and design features for infrastructure improvements recommended in this plan.

- **Project Typologies:** Includes a variety of “typologies” and context appropriate tools aimed at enhancing the safety and comfort of users of the active transportation network based on the speed limit, average daily traffic, number of lanes, and other

factors. A list of streets that fall under each typology, their characteristics, and recommended improvements follow each description.



Better pedestrian and bicycle access to local destinations could increase walking and biking trips to them.

2.2 ACTIVE TRANSPORTATION NETWORK

The full active transportation network takes the recommendations from the Village's 2013 Comprehensive Plan and suggests context appropriate bicycle and pedestrian facilities and intersection improvements.

The proposed network (pictured on the following page) aims to accomplish several goals:

- Establish a complete network of bikeways and walkways
- Provide better access to regional bicycle facilities
- Improve access to local destinations
- Identify context sensitive facilities to the roadway network and intersections
- Identify low stress facilities at intersections and along routes for pedestrians and cyclists of all ages.

Highlights of recommendations in this plan include:

- A sidepath along Sauk Trail
- A newly proposed trail along the ComEd right-of-way on the north side of the Village

- Recommendations to fully build-out and connect Richton Park's park paths
- An inventory of sidewalk gaps throughout the community
- Targeted improvements for intersections on Sauk Trail and Cicero Avenue
- A proposed protected bike lane on Richton Square Road

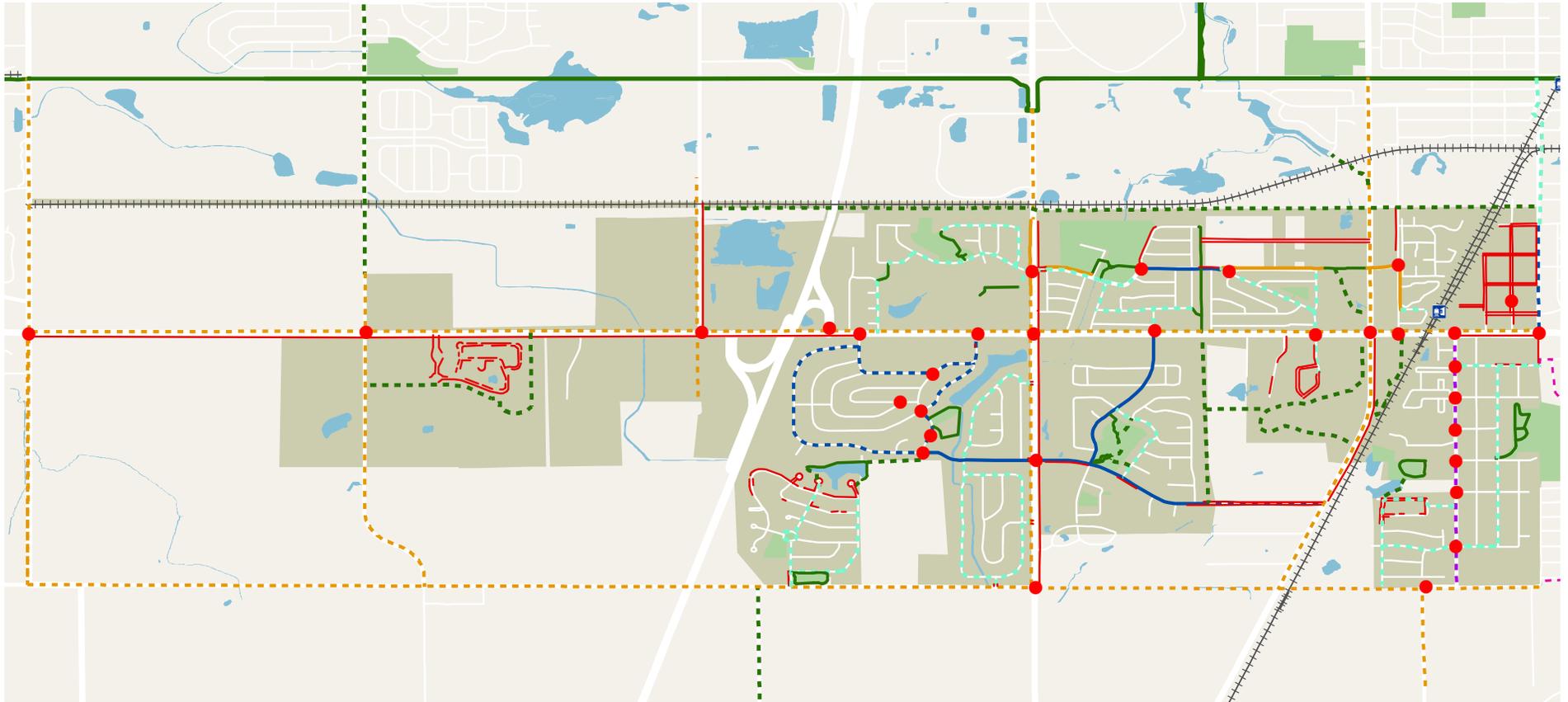
The resulting benefits will include increased opportunities for physical activity, improved community and environmental health, and opportunities for economic development, which are consistent with the Village's 2016 Complete Streets Policy.

Descriptions of bicycle facility types and specific improvements by street or by neighborhood are included in the following section of this chapter.



This chapter includes recommendations to improve bicycle and pedestrian access to local destinations, like parks.

Proposed Active Transportation Network



- Intersection Improvement, Planned
- Bicycle Boulevard, Proposed
- Bike Lane, Existing
- Bike Lane, Proposed
- Protected Bike Lane, Proposed
- Sidepath, Existing
- Sidepath, Proposed
- Path, Existing
- Path, Proposed
- Sidewalk, Planned
- Planned, Bike Route, Park Forest



2.3 PROJECT TYPOLOGIES

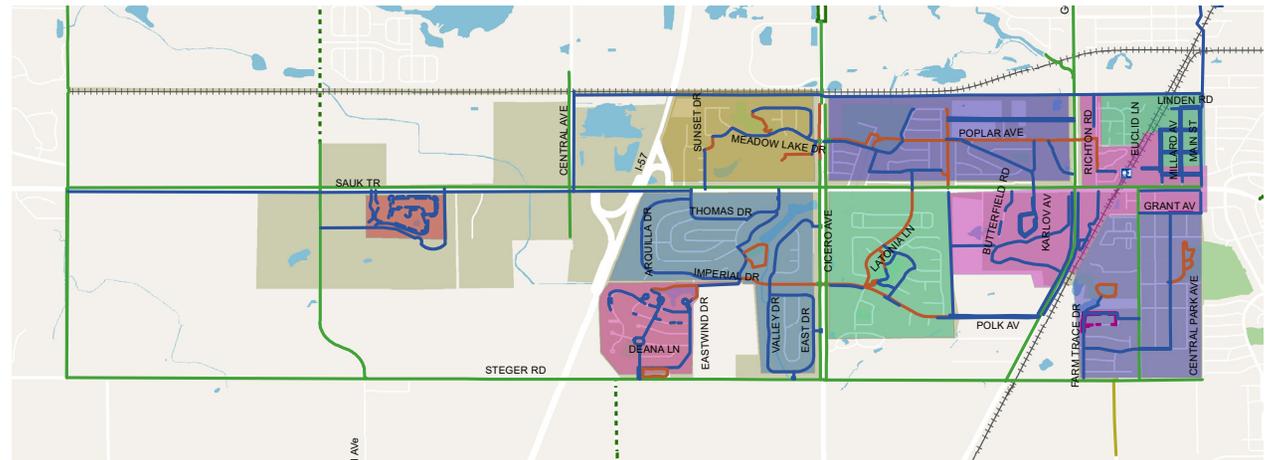
The characteristics and purpose of a roadway shape pedestrians' and cyclists' perceptions of safety and level of comfort when traveling along or across it, and these factors determine the appropriate facilities to consider when constructing pedestrian or bicycle improvements.

Active transportation projects constructed on a road with four lanes and high traffic will require more protection for pedestrians and cyclists traveling along it than a low speed neighborhood street. Likewise, intersections where one or more on high speed, high traffic streets meet will require more enhancements to reduce vehicle speed and increase visibility of non-motorized users of the road.

Richton Park's roadway network not only has a variety of characteristics, but it also is in various phases of development. As the community grows and develops, as land is annexed and new subdivisions are built, the roadway network will continue to change. Recommendations for these projects typically adhere to the two main typologies, but are treated separately in the plan due

to unique implementation considerations. In many cases, corridor recommendations extend beyond Richton Park's boundary. Here, it is not expected that Richton Park will lead these projects, rather it will coordinate with the controlling jurisdiction to ensure continuous and safe connections are designed and built.

Project Typologies and Neighborhoods



2.4 CORRIDOR TOOLBOX

Corridors carry significant traffic volumes traveling at higher rates of speed. They are often wider, have more than two travel lanes, and may include transit routes. They are typically controlled by either the Cook County Department of Transportation and Highways or the Illinois Department of Transportation. They include intermittent signalized intersections.

Several principles are recommended to increase the safety and comfort of pedestrians and cyclists on corridors in Richton Park:

- Provide a protected space for pedestrians and cyclists along the corridor.
- Reduce the number of conflict points along a corridor by removing excess commercial driveways near intersections.
- Right-size roadways where wide lanes encourage driver speeding and where the number of lanes exceeds the recommendation for the average daily traffic.
- Reduce vehicle speed when turning at intersections.

- Increase driver's ability to see pedestrians and cyclists along the route and at intersections and mid-block crossings.
- Reduce crossing distance at intersections and mid-block crossing.

- Give pedestrians and cyclists more information about when and where to cross at intersections and mid-block crossings.

Additional information and guidance for facility recommendations are featured on the following two pages.



Crossing improvements under construction on Sauk Trail.

Sidepath

Sidepaths run parallel to a road and are shared pedestrians and cyclists. They should be at least 8' wide, but can be as wide as 14'. A sidewalk should still be provided on the opposite side of the road.



Recommended for:

- Sauk Trail
- Cicero Avenue
- Governors Highway
- Central Avenue
- Ridgeland Avenue
- Harlem Avenue
- Steger Road

Sidewalk

Include sidewalks on both sides of a corridor or on one side if a sidepath is recommended on the street. Sidewalks should be at least 5' wide, but 8-10' is preferred in areas with high pedestrian foot traffic.



Recommended for:

- Sauk Trail
- Cicero Avenue
- Governors Highway
- Central Avenue
- Ridgeland Avenue
- Harlem Avenue
- Steger Road
- All side streets connecting to corridors

Cycle Track

Cycle tracks provides a dedicated space for cyclists separated from vehicle traffic by a curb or bollards. Cycle tracks should be at least 6' wide with a 2' painted buffer from the adjacent vehicle lane that includes a permanent or removable barrier.



Recommended for:

- Richton Square Road
- Governors Highway south of Sauk Trail

Curb Ramps, Tactile Pads & Crosswalks

Curb ramps, tactile pads, and crosswalks direct people with visual impairments through an intersection at a crosswalk. Equip all intersections with sidewalks and sidepaths with these features.



Recommended for:

- **All existing signalized and mid-block crossings on:** Sauk Trail, Cicero Avenue, Governors Highway, Central Avenue, Ridgeland Avenue, Harlem Avenue, Steger Road
- **All side streets that cross corridors:** such as Imperial Drive, Karlov Avenue, Latonia Lane, Meadow Lake Drive

Pedestrian Countdown Signals

Countdown signals indicate amount of time pedestrians have available to cross the street. This treatment is particularly helpful for seniors and people with mobility impairments.



Recommended for:

- **All signalized intersections:** Sauk Trail at Cicero Avenue, Governors Highway, Karlov Avenue, Arquilla Drive, Thomas Drive, Central Avenue, I-57 ramps, Richton Square Road, Richton Road, Main Street/Central Park Avenue, Ridgeland Avenue, and Harlem Avenue; Poplar Avenue and Governors Highway;
- **All future signalized intersections:** Cicero Avenue and Imperial Drive, Steger Road and Cicero Avenue

Pedestrian/Bicycle Crossing Warning Signs

Pedestrian and bicycle crossing warning signs alert drivers that a mid-block is ahead. When using this treatment, place an advanced warning sign ahead of the crossing and a crossing here sign at the crosswalk.



Recommended for:

- Cicero Avenue and Meadow Lake Court/
Poplar Avenue
- Cicero Avenue and Imperial Drive

Rectangular Rapid Flashing Beacons (RRFBs)

RRFBs enable pedestrians and cyclists to activate a warning beacon at mid-block or unsignalized crossings. They can be solar controlled and have a high rate of driver stopping compliance.



Recommended for:

- Cicero Avenue and Meadow Lake Court/
Poplar Avenue
- Cicero Avenue and Imperial Drive
- Sauk Trail and Rich South Campus
Driveway

Refuge Islands

Refuge islands buffer and protect pedestrians and cyclists crossing wide or busy streets, enabling them to cross in two stages. Where possible, they should be wide enough to accommodate the length of a standard bicycle.



Recommended for:

- Sauk Trail
- Cicero Avenue
- Governors Highway
- Central Avenue
- Ridgeland Avenue
- Harlem Avenue
- Steger Road
- All side streets connecting to corridors

Bump-Outs

Bump-outs extend sidewalks into vehicle parking areas. They slow traffic at intersections, provide shorter crossing distances for pedestrians, and make them more visible to drivers.



Recommended for:

- Intersections along the east side of Richton
Square Road

Intersection Geometry Changes

Large intersections are challenging for pedestrians. Wide streets with several lanes are more stressful to cross and those with wide corner radii encourage drivers to take right turns quickly. Depending on the geometry of an intersection, two approaches may be feasible: right turn corner islands (also known as pork chop islands) and reduced corner radii. These types of improvements are recommended for the following intersections:

- Sauk Trail and Harlem Avenue
- Sauk Trail and Ridgeland Avenue
- Sauk Trail and Central Avenue
- Sauk Trail and I-57
- Sauk Trail and Arquilla Drive
- Sauk Trail and Richton Road
- Sauk Trail and Central Park Avenue
- Cicero Avenue and Meadow Lake Court

Right Turn Corner Islands (Pork Chops)

Pork chops are wedge-shaped islands that provide pedestrians with a space to stop when crossing multi-lane intersections. They can be added to wide intersections, and should be coupled with curb ramps, pedestrian countdown signals, and marked crosswalks.



Image credit: Modern Transit Society

Reduced Corner Radii

Reduced corner radii slow right turning vehicles down at intersections by bumping out curbs. They can benefit pedestrians by providing a larger area to wait when crossing. Curbs can be mountable to better accommodate trucks and public transit on truck and bus routes; however, these vehicles may also turn into the left-hand lane on 4-lane roads.

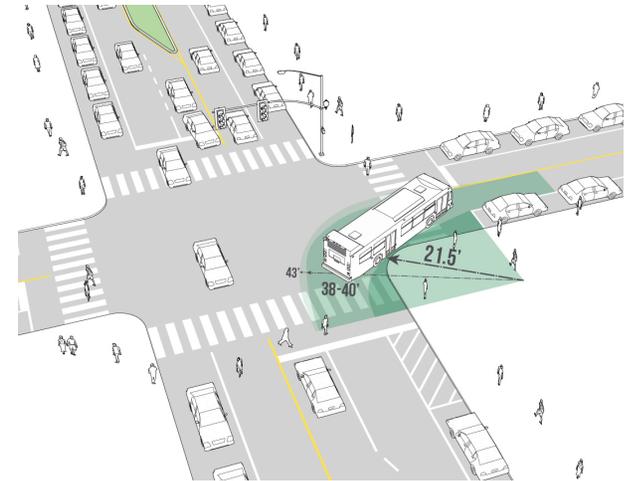


Image credit: NACTO

2.5 CORRIDOR RECOMMENDATIONS

Sauk Trail

Sauk Trail runs through the heart of Richton Park and is the only major east/west route that spans the community. Nearly every trip through town requires one to travel along or across the corridor, but its high traffic volumes, faster moving vehicles, and width present barriers to active transportation users. As such, the community asked for better pedestrian and bicycle facilities along the corridor as well as improvements to signalized intersections.

This plan proposes multiple improvements along Sauk Trail, including a sidepath on the north side of the corridor, improved crossings at intersections, and road right-sizing, which are detailed on the following pages. A feasibility analysis will need to be conducted prior to moving forward.

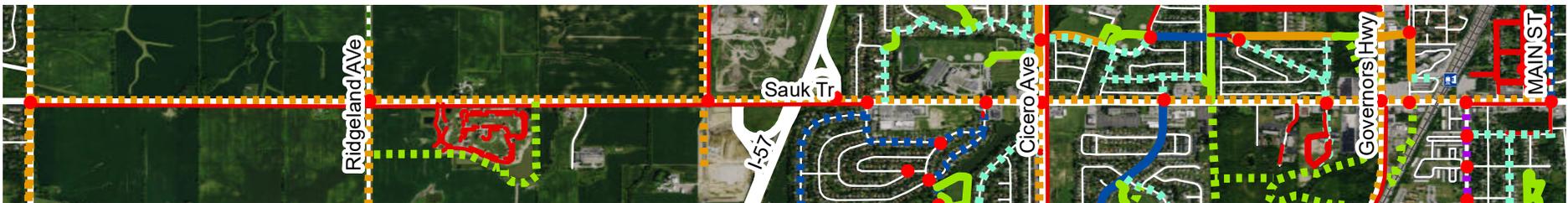
EXISTING CONDITIONS	
Average Daily Traffic	West of I-57: 10,300, I-57 to Cicero: 25,500, Cicero to Richton Road: 23,500, East of Richton Road: 24,400
Speed Limit	West of Central Avenue: 45 MPH, Between Governors Highway and Central Avenue: 40 MPH, East of Governors Highway: 30 MPH
# of Lanes	4
Lane width	12 feet travel lanes, 16 foot center median
Jurisdiction	Cook County
Functional Classification	Minor Arterial
Crashes	Many hotspots concentrated around I-57 interchange, Cicero Avenue, and from Karlov Avenue to the Village limit. Several bicycle and pedestrian injury crashes along the corridor, focused on intersections.
Community Input	High number of comments about safety crossing at intersections and the need for improved bicycle and pedestrian facilities.
Land Use	Variety of land uses, primarily commercial, institutional, and some single family, multi-family and mixed use.
Previous Plans	Comprehensive plan recommends a sidepath and several intersection improvements. Many detailed recommendations are included in the Town Center plan, including a landscaped median and wide sidewalks.
Regional Connectivity	Connects to Park Forest

Sauk Trail Corridor Recommendations

Corridor wide: install sidepath on north side of Sauk Trail, narrow vehicle travel lanes to 11' corridor-wide to reduce vehicle speeds, and install pedestrian scale lighting.

Improve intersections at Ridgeland Avenue, Central Avenue, I-57's northeast ramp, Thomas Avenue, Arquilla Drive, Cicero Avenue, Latonia Lane, Karlov Avenue, Governors Highway, Richton Square Road, and Central Park Avenue. (details on following pages)

Narrow road to two travel lanes in each direction under the Metra Bridge to widen sidewalk and sidepath.



Extend sidewalk west to Harlem Avenue as future development occurs.

Reclaim space from the center median to widen the sidewalk to 5' on the south side and 8' on the north side on the I-57 overpass.

Move existing sidewalk closer to the street on Sauk Trail between Richton Square Road and Central Park Ave to create better flow for traffic and pedestrians. Follow streetscaping recommendations in Town Center plan.

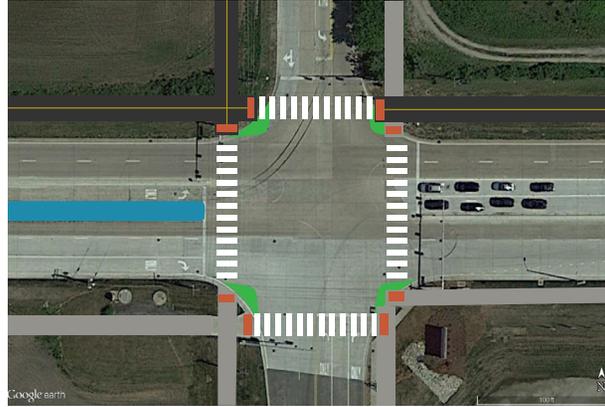
- Intersection Improvement, Proposed
- Bike Lane, Proposed
- Sidepath, Proposed
- Bicycle Boulevard, Proposed
- Protected Bike Lane, Proposed
- Path, Existing
- Bike Lane, Existing
- Sidepath, Existing
- Path, Proposed
- Sidewalk, Proposed

Sauk Trail Intersection Recommendations from Harlem Avenue to I-57



Sauk Trail at Harlem and Ridgeland Avenues (#1&2)

Install high visibility crosswalks, curb ramps, and tactile pads. Reduce corner turning radii.



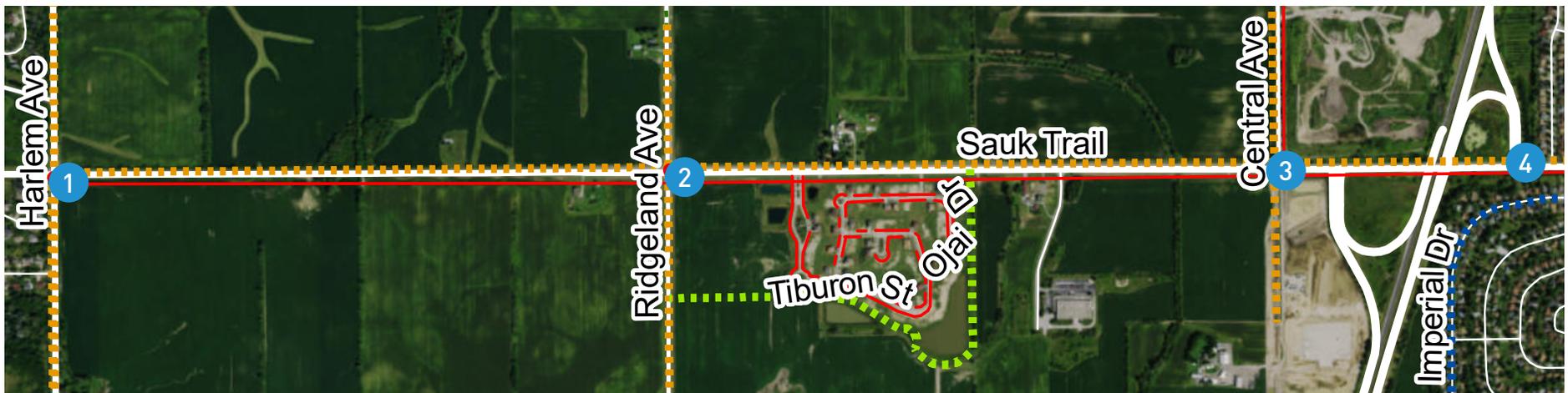
Sauk Trail & Central Avenue (#3)

Install high visibility crosswalks, curb ramps, and tactile pads. Reduce corner turning radii and install median refuge island on west leg.

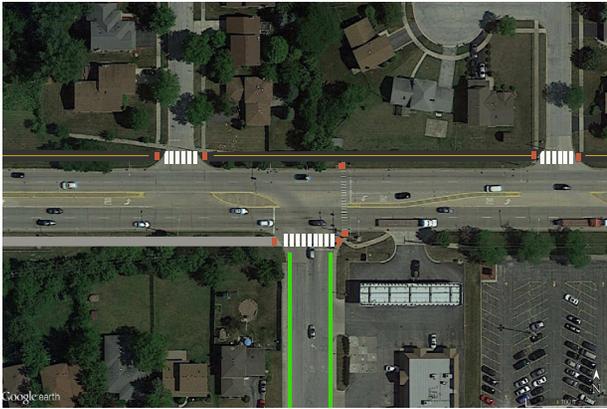


Sauk Trail & I-57 Ramp (#4)

Install high visibility crosswalks, reduce corner radii

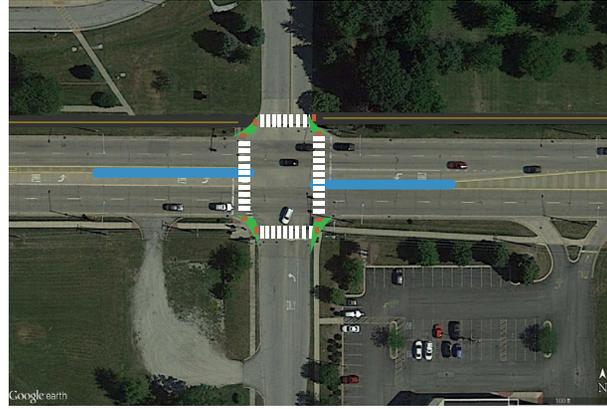


Sauk Trail Intersection Recommendations from Thomas Drive to Cicero Avenue



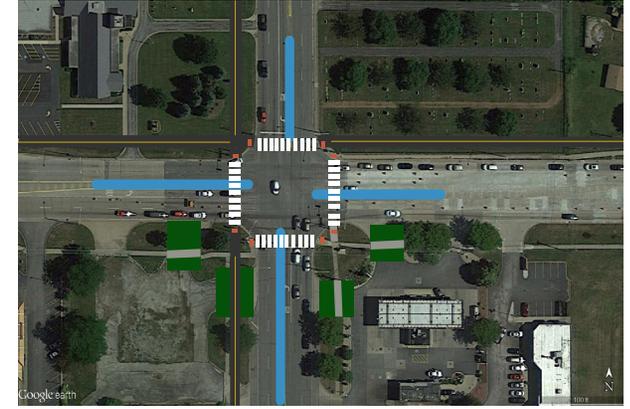
Sauk Trail & Thomas Drive (#5)

Install high visibility crosswalks on adjoining side streets, tactile pads, and curb ramps.



Sauk Trail & Arquilla Drive (#6)

Install high visibility crosswalks, curb ramps, and tactile pads. Reduce corner turning radii and install median refuge island on the east and west legs.



Sauk Trail & Cicero Avenue (#7)

Install high visibility crosswalks, curb ramps, and tactile pads. Reduce corner turning radii (if space available) and install median islands on all legs. Reduce the number of driveway access points on the southeast and southwest corners.



Sauk Trail Intersection Recommendations from Latonia Lane to Governors Highway



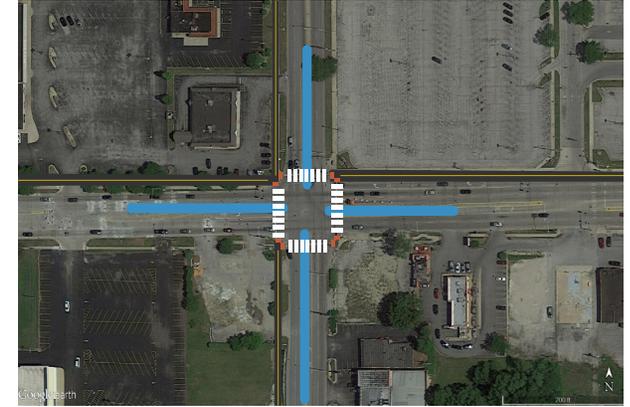
Sauk Trail & Latonia Lane (#8)

Install high visibility crosswalks, curb ramps, and tactile pads.



Sauk Trail & Karlov Avenue (#9)

Install high visibility crosswalks, curb ramps, and tactile pads.



Sauk Trail & Governors Highway (#10)

Install high visibility crosswalks, reduce corner radii

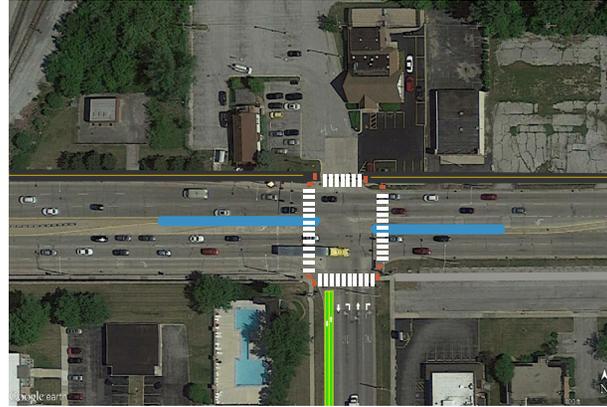


Sauk Trail Intersection Recommendations from Thomas Drive to Cicero Avenue



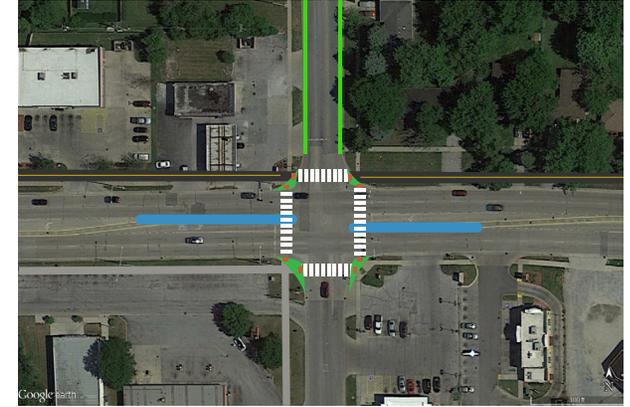
Sauk Trail & Richton Road (#11)

Install high visibility crosswalks on north and south legs with curb ramps and tactile pads. Install medians on Sauk Trail and close off excess driveways on the south side of Sauk Trail.



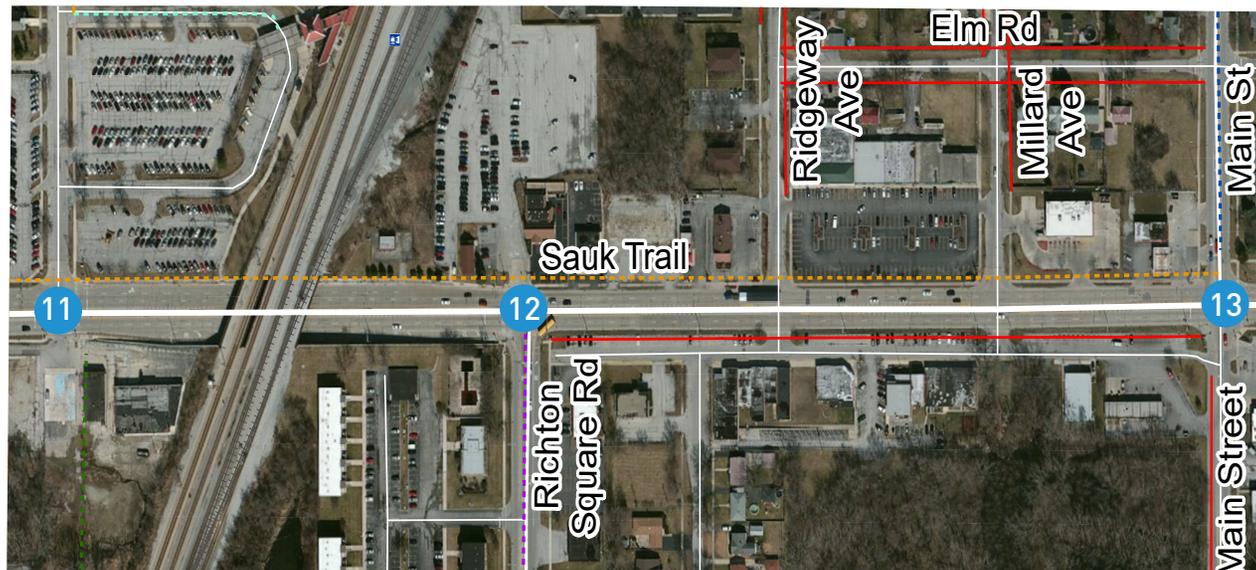
Sauk Trail & Richton Square Road (#12)

Install high visibility crosswalks, curb ramps, and tactile pads. Install medians on Sauk Trail. Reconfigure vehicle lanes to include southbound lane, westbound left turn, northbound lane, and eastbound right turn.



Sauk Trail & Central Park Avenue (#13)

Install high visibility crosswalks, curb ramps, and tactile pads. Reduce corner turning radii and install median refuge island on Sauk Trail.



Cicero Avenue

Cicero is one of the major north/south cross-town arterials. It carries a high volume of traffic and is a freight route. Along Cicero Avenue, there are few existing sidewalks - one is to the south of Sauk Trail connecting to Lakeshore Drive and one is to the north of Sauk Trail extending from Lee Court to the Village limit. Cicero Avenue has only one traffic signal, at Sauk Trail, meaning there are limited opportunities for pedestrian and cyclist to cross the corridor. During Rich South's arrival and dismissal time, there is a high volume of pedestrian and vehicle traffic at Sauk Trail, which causes back-ups and confusion. This intersection has a high crash density for all modes of travel, and had 2 pedestrian injury crashes at Sauk Trail. It is one of two grade crossings for the Village to access the Old Plank Trail.

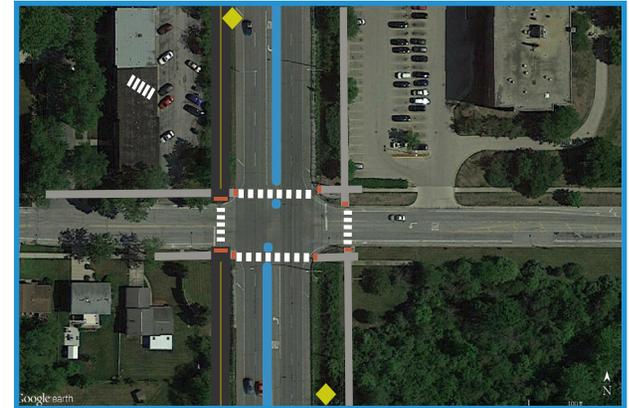
Recommendations for this corridor are focused on providing a continuous sidepath and sidewalks along the corridor, improving the signalized crossing at Cicero Avenue (see Sauk Trail section for details), and improving the crossings at Imperial Drive and Meadow Lake Drive.

EXISTING CONDITIONS	
AADT	23,400 north of Sauk Trail, 15,800 south of Sauk Trail
Speed Limit	45 mph
# of Lanes	4 travel lanes, 1 median, wide paved shoulders
Lane width	12' lanes, 4-16' median, 8' wide shoulders
Jurisdiction	IDOT
Functional Classification	Other Principal Arterial
Crashes	High crash density at Sauk Trail and Cicero Avenue. 2 pedestrians injured in crashes at Sauk Trail, 1 bicycle injury crash at Imperial Drive.
Community Input	Need to improve crossings at Imperial, Sauk Trail, and Poplar. Desire for sidewalks and bike path.
Land Use	Zones detached single family and attached single family along the corridor. Near Sauk Trail, zoned for Local Commercial and near Imperial Drive, zoned Multi-Family Residential.
Previous Plans	Comprehensive plan recommends off-street bike path throughout the length of the Village.
Regional Connectivity	Connects to Old Plank Trail north.

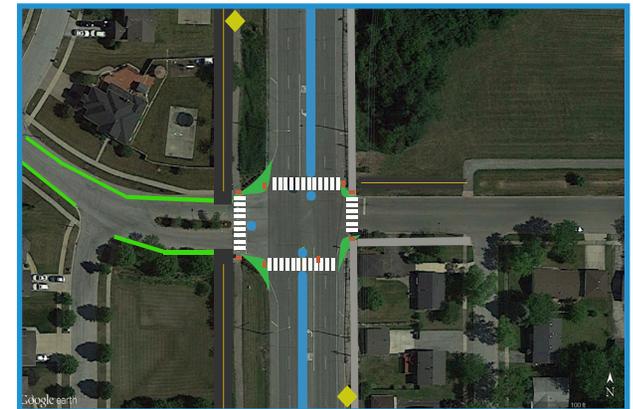
Cicero Avenue Corridor Recommendations



- Corridor wide: Install sidepath on west side of corridor and sidewalk on east side of corridor. Work with Matteson to extend sidepath north of the Village to connect to the Old Plank Trail.
- Fill in sidewalk gaps on side streets to connect to Cicero, including Hickory Creek Drive, Bruce Drive, Imperial Drive, and Poplar Avenue.
- At Imperial Drive, add high visibility crosswalks, curb ramps, and tactile pads. Install median refuge islands. Place pedestrian crossing warning signs in advance of crossing if RRFB does not meet warrants. See upper right diagram.
- At Meadow Lake Drive, install high visibility crosswalks, curb ramps, and tactile pads. Reduce corner radii and install medians. Install Pedestrian Crossing Warning Signage on Cicero and RRFBs. See lower right diagram.



Imperial Drive and Cicero Avenue schematic



Meadow Lake Drive and Cicero Avenue schematic

- | | | | | | |
|------|------------------------------------|------|-------------------------------|------|--------------------|
| ● | Intersection Improvement, Proposed | ■■■■ | Bike Lane, Proposed | ■■■■ | Sidepath, Proposed |
| ■■■■ | Bicycle Boulevard, Proposed | ■■■■ | Protected Bike Lane, Proposed | ■■■■ | Path, Existing |
| ■■■■ | Bike Lane, Existing | ■■■■ | Sidepath, Existing | ■■■■ | Path, Proposed |
| | | | | ■■■■ | Sidewalk, Proposed |

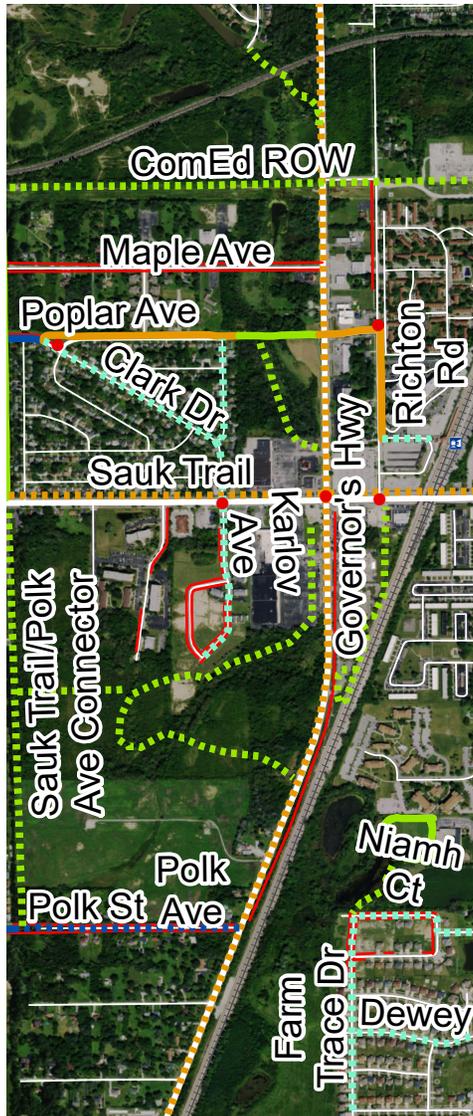
Governors Highway

Governors Highway provides access to Richton Park’s Metra Station, and is a key focus of its Town Center plan, which recommends streetscaping improvements, wide sidewalks, and new sidepath and commercial development. There is an existing sidepath north of the station used by bike commuters. North of Sauk Trail, there was a high density of crashes for all modes. Between 2007 and 2014, four cyclists were injured in crashes near the Sauk Trail intersection and the Metra parking area.

Recommendations for this corridor are focused on creating a continuous bicycle connection along the entire route, providing pedestrian accommodations south of Sauk Trail, and improving the intersection at Sauk Trail (details included in the Sauk Trail section.)

Governors Highway Existing Conditions	
AADT	8200 vehicles per day south of Sauk Trail, 18,800 vehicles per day north of Sauk Trail
Speed Limit	45 MPH
# of Lanes	4 travel lanes, concrete median (in Town Center Only)
Lane width	12’ travel lanes, 4’ median
Jurisdiction	IDOT
Functional Classification	Minor Arterial
Crashes	High density of crashes near Sauk Trail intersection and extends north to the Village limit. Four cyclist injury crashes near Sauk Trail and the Metra parking area access point.
Community Input	Several people noted the need for better access to the Metra Station and in particular, crossing improvements at Sauk Trail.
Land Use	Part of the Town Center overlay district. Zoned for Mixed Use, Local Commercial, and Multi-Family. Zoned for single family outside of the district.
Other Plans	Extensive recommendations for the corridor are included in the Town Center Plan, including streetscaping recommendations, wide sidewalks, pedestrian scale lighting, and pedestrian amenities like benches and trash receptacles. The comprehensive plan recommends creating an off-street bike trail.
Regional Connectivity	Connection to the Metra Station and Matteson

Governors Highway Corridor Recommendations



- North of Sauk Trail, install sidepath on west side of Governors Highway extending to Matteson. Install sidewalk on east side of street.
- Improve connectivity to the Old Plank Trail. Near the Elgin Joliet and Eastern Railway tracks, the sidepath may need to be diverted through the wooded area using the cattle underpass, providing access to the Old Plank Trail and Matteson. In the long-term, the bridge could be reconstructed to include a sidewalk and a sidepath.
- Advance streetscaping and access to Metra goals identified in the Town Center plan.
- South of Sauk Trail, traffic volumes are low enough to remove vehicle lanes and install a protected bike lane, pending IDOT approval. If an on-street bike facility is not feasible, install a sidepath on the west side of the street.

- Coordinate with neighboring jurisdictions to extend recommendations beyond Richton Park's jurisdiction.

● Intersection Improvement, Proposed	■■■ Bike Lane, Proposed	■■■■ Sidepath, Proposed
■■■■ Bicycle Boulevard, Proposed	■■■■ Protected Bike Lane, Proposed	■■■■ Path, Existing
■■■■ Bike Lane, Existing	■■■■ Sidepath, Existing	■■■■ Path, Proposed
		■■■■ Sidewalk, Proposed

Richton Square Road

Richton Square Road provides convenient access from the Metra Station to Governors State University. The street is currently two lanes with a center left turn lane and parking lane, but is wider than necessary for the function of the road. The result is that cars can drive much faster than the posted 30 MPH speed limit.

To mitigate these concerns, this plan recommends a road right-sizing, where vehicle lanes and the turn lane can be reduced to 10' in size. The extra space can be allocated to a two-way cycle track on the west side of the street, which would provide better bicycle access to the Metra Station and improve the connection to Governors State from Richton Park. Bump-outs can be installed adjacent to the parking lane on the east side of the street to further calm traffic.

Richton Square Road Existing Conditions	
AADT	4400 vehicles per day
Speed Limit	30 MPH
# of Lanes	2 lanes, center left turn lane, parking lane
Jurisdiction	Richton Park
Functional Classification	Major Collector
Crashes	High crash density near Sauk Trail,
Community Input	Community responded positively to the temporary traffic calming installation
Land Use	Multi-family, detached single family, pre-school, open space
Other Plans	Comprehensive plan recommends a road diet with bike lanes
Regional Connectivity	Governors State University
Regional Connectivity	Connection to the Metra Station and Matteson

Richton Square Road Recommendations



- | | | | | | |
|---------|------------------------------------|---------|-------------------------------|---------|--------------------|
| ● | Intersection Improvement, Proposed | ■ ■ ■ | Bike Lane, Proposed | ■ ■ ■ ■ | Sidepath, Proposed |
| ■ ■ ■ ■ | Bicycle Boulevard, Proposed | ■ ■ ■ ■ | Protected Bike Lane, Proposed | ■ ■ ■ ■ | Path, Existing |
| ■ ■ ■ ■ | Bike Lane, Existing | ■ ■ ■ ■ | Sidepath, Existing | ■ ■ ■ ■ | Path, Proposed |
| | | ■ ■ ■ ■ | | ■ ■ ■ ■ | Sidewalk, Proposed |

- Install two-way protected cycle track on the west side of the road corridor-wide.
- Narrow the vehicle travel lanes and center turn lane to 10 ft corridor-wide.
- Install high visibility crosswalk at school crossing on Lee Avenue.
- Install permanent bump-outs at Grant, Jackson, Taylor, Lee, Polk, and Dewey Avenues using existing pavement markings as template (see schematic pictured on the right for an example.)
- Per recommendations in the Comprehensive Plan, realign intersection at Steger Road.
- Coordinate with University Park to extend bike connection from Richton Square Road to Stuenkel Road.



Example improvement for Richton Square Road at Lee Avenue includes a bump-out on the east side, a two-way cycle track on the west side of the street and a high visibility school crossing.

Central Avenue

Central Ave is on the west side of Richton Park and currently runs from Walmart to the north, though an eventual extension south to Steger Road is planned. The community noted a desire to have a connection to Old Plank Road Prairie Nature Preserve.

This plan recommends installing a sidewalk on the east side of Central north of Sauk Trail and a sidepath on the west side.

Cicero Avenue Existing Conditions	
AADT	23,400 north of Sauk Trail, 15,800 south of Sauk Trail
Speed Limit	45 mph
# of Lanes	4 travel lanes, 1 median, wide paved shoulders
Lane width	12' lanes, 4-16' median, 8' wide shoulders
Jurisdiction	IDOT
Functional Classification	Other Principal Arterial
Crashes	High crash density at Sauk Trail and Cicero Avenue. 2 pedestrians injured in crashes at Sauk Trail, 1 bicycle injury crash at Imperial Drive.
Community Input	Need to improve crossings at Imperial, Sauk Trail, and Poplar. Desire for sidewalks and bike path.
Land Use	Zones detached single family and attached single family along the corridor. Near Sauk Trail, zoned for Local Commercial and near Imperial Drive, zoned Multi-Family Residential.
Previous Plans	Comprehensive plan recommends off-street bike path throughout the length of the Village.
Regional Connectivity	Connects to Old Plank Trail north.

Central Avenue Corridor Recommendations



- Improve intersection crossing with crosswalks, curb ramps, detectable warning pads, and countdown signals. See Sauk Trail recommendations for details.
- Extend recommendations down Central if future extension and development occur.
- Install sidepath from Sauk Trail to Old Plank Trail
- Coordinate with neighboring jurisdictions to extend recommendations beyond Richton Park's jurisdiction.

●	Intersection Improvement, Proposed	■ ■ ■ ■	Bike Lane, Proposed	■ ■ ■ ■	Sidepath, Proposed
■ ■ ■ ■	Bicycle Boulevard, Proposed	■ ■ ■ ■	Protected Bike Lane, Proposed	■ ■ ■ ■	Path, Existing
■ ■ ■ ■	Bike Lane, Existing	■ ■ ■ ■	Sidepath, Existing	■ ■ ■ ■	Path, Proposed
		■ ■ ■ ■		■ ■ ■ ■	Sidewalk, Proposed

Ridgeland Avenue

Ridgeland Avenue is on the western side of Richton Park. Presently, there is limited development along the corridor, but the Village has plans for residential development and a future office/industrial park. The Old Plank Trail crosses Ridgeland Avenue at grade to the north of the Village.

Recommendations:

- **Near-Term:** Work with Cook County to install wide paved shoulders on the road if an opportunity arises.
- **Long-Term:** Install sidepath on east side of corridor in conjunction with new development.
- Coordinate with neighboring jurisdictions to extend recommendations beyond Richton Park's jurisdiction.

Ridgeland Avenue Existing Conditions	
AADT	6400 north of Sauk Trail, 1950 south of Sauk Trail
Speed Limit	45 MPH
# of Lanes	2
Lane width	12' + narrow shoulders
Jurisdiction	Cook County
Functional Classification	Major Collector
Crashes	Hot spot centered around Sauk Trail, no reported bicycle or pedestrian crashes
Community Input	N/a
Land Use	Local commercial at Sauk Trail and Steger Road, detached single family, industrial/office south of Steger Road
Other Plans	Recommended on-street bike facility in comprehensive plan
Regional Connectivity	Major north/south route that connects to neighboring communities

Harlem Avenue

Harlem Avenue is on the edge of Richton Park. Presently, there is limited development along the corridor, but the Village has plans for residential development along it. The Old Plank Trail crosses Harlem Avenue at grade to the north of the Village.

Recommendations:

- **Near-Term:** Work with Cook County to install wide paved shoulders on the road if an opportunity arises.
- **Long-Term:** Install sidepath on east side of corridor in conjunction with new development.
- Coordinate with neighboring jurisdictions to extend recommendations beyond Richton Park’s jurisdiction.

Harlem Avenue Existing Conditions	
AADT	3150
Speed Limit	45 MPH
# of Lanes	2
Lane width	12’ travel lanes + narrow shoulders
Jurisdiction	Cook County
Functional Classification	Minor Arterial
Crashes	Low crash density, no reported pedestrian or bicycle crashes
Community Input	Steering committee requested inclusion in the plan to account for future development
Land Use	Zoned single family
Other Plans	Comprehensive plan recommended realignment at Steger Road
Regional Connectivity	Connects to Village of Frankfort

Steger Road

Steger Road lies along the southern border of Richton Park. It's a low volume street with limited use for pedestrians and cyclists, but plans for future extensions will make it an alternate route to Sauk Trail.

Recommendations:

- Install sidepath on north side of street
- Realign intersection at Richton Square Road.
- Extend sidepath along Steger Road if future connection to Governor's Highway is constructed.

Steger Road Existing Conditions	
AADT	3950 vehicles per day
Speed Limit	45 MPH
# of Lanes	2
Lane width	11'
Jurisdiction	Cook County
Functional Classification	Major Collector
Crashes	Hot spot at Richton Square Road, no reported bicycle or pedestrian crashes
Community Input	None
Land Use	Detached single family
Other Plans	Comprehensive plan recommends future extension to connect across Metra Electric tracks.
Regional Connectivity	Connects to Park Forest

2.6 NEIGHBORHOOD STREET TOOLBOX

Neighborhood streets carry low traffic volumes and are typically more comfortable for cyclists of all ages and abilities.

The principles for designing neighborhood streets are as follows:

- Provide a protected space for pedestrians along corridor by installing sidewalks and filling in gaps where needed.
- Right-size roadways where wide lanes encourage driver speeding by marking bike lanes.
- Identify additional streets to create a connected bike network through residential areas that connect to parks, schools, and existing and planned paths.
- Increase pedestrian visibility at crossings near schools and parks.
- Make crosswalks near schools and parks highly visible.
- Ensure all crossings include curb ramps and detectable warning pads for ADA compliance.



Bike lane on Latonia Lane.

Sidewalk

Include sidewalks on both sides of a corridor or on one side if a sidepath is recommended on the street. Sidewalks should be at least 5' wide, but 8-10' is preferred in areas with high pedestrian foot traffic.



Recommended for:

- All residential streets such as Latonia Lane, Karlov Avenue, and Meadow Lake Place.

Curb Ramps, Tactile Pads & Crosswalks

Curb ramps direct people with visual impairments through an intersection at a crosswalk. Equip all intersections with sidewalks and sidepaths with bi-directional curb ramps and detectable warning pads and high visibility crosswalks.



Recommended for:

- All intersections with sidewalks.
- At 22810 Amy Drive (Lincoln Crossing/Farm Terrace), remove school crosswalk that leads into the driveway and place new school crossing at the Imperial Drive and Amy Drive intersection.
- Use high visibility crosswalks near schools, parks, and where neighborhood streets intersect corridors.

Bike Lanes

Bike lanes designate a space for cyclists on a road and encourage drivers and cyclists to behave predictably. They also reduce motor vehicle speeds and lower the risk of severe crashes. At minimum, bike lanes should be 5' wide.



Recommended for:

- Arquilla Drive (Lakewood Manor)
- Amy Drive (Lakewood Manor)
- Thomas Drive (Lakewood Manor)
- Imperial Drive (Lakewood Manor)
- Main Street (Regional Connection)
- Polk Street (Lincoln Crossing/Farm Terrace)

Trails and Paths

Trails and paths, separated from streets, provide a car-free route for pedestrians and cyclists.



Recommended for:

- ComEd Right of Way (Meadow Lake Estates, Richton Hills, Town Center, Old Richton Park)
- Sauk Trail and Ridgeland Avenue (Las Fuentes)
- Between Sauk Trail and Imperial Drive (Lincoln Crossing/Farm Terrace)
- At new developments around proposed Town Center redevelopment projects
- Niamh Court to Jones Park (Wind Wood/Falcon Crest)
- Lee Avenue at Lawndale Avenue (Wind Wood/Falcon Crest)
- Pierce Park (Lincoln Crossing/Farm Terrace)
- Northwind Drive (Greenfield)

Bicycle Crosswalks

Bicycle crosswalks are placed next to pedestrian crosswalks and provide a dedicated crossing space for cyclists.



Recommended for:

- Poplar Avenue and Balmoral Avenue

Refuge Islands

Refuge islands buffer and protect pedestrians and cyclists crossing wide or busy streets, enabling them to cross in two stages. Where possible, they should be wide enough to accommodate the length of a bicycle.



Recommended for:

- Richton Road and Poplar Avenue

Bike Boulevards

Bike Boulevards are streets designed to prioritize bicycle travel with infrastructure features that calm vehicular traffic on neighborhood streets and improve safety at busy intersections. When designed as a network, the result is an attractive, safe, and comfortable environment for cyclists of all ages and abilities, and more peaceful residential streets.

Richton Park's narrow, quiet residential streets make ideal candidates for bike boulevards and can be enhanced through pavement markings and signage. Richton Park may wish to explore future traffic calming on these streets, such as mini roundabouts or bump-outs.



Use pavement markings along Bike Boulevards, spaced 250 feet apart. Photo credit: <http://www.columbusunderground.com/>

Recommended for:

- Greenfield Neighborhood: Eastwind Drive, Greenfield Boulevard, Southwind Drive
- Lakewood Manor Neighborhood: East Drive, Lakeshore Drive, Monterey Drive, Bruce Drive
- Meadow Lake Estates: Harbor Lane, Hillside Drive, Meadow Lake Court, Brook Avenue, Bay View Drive, Meadow Lake Place
- Old Richton Park: Main Street
- Richton Hills: Churchill Drive, Rockingham Road, Poplar Avenue
- Town Center: Karlov Avenue, Tower Drive, Clark Drive
- Wind Wood & Falcon Crest: Grant Avenue, Lawndale Avenue, Niamh Court, Farm Trace Drive, Dewey Drive

Bump-Outs

Bump-outs extend sidewalks into vehicle parking areas. They slow traffic at intersections, provide shorter crossing distances for pedestrians, and make them more visible to drivers.



Recommended for:

- Amy Drive and Thomas Drive (Lakewood Manor/Lakewood Condominiums)

Mini Roundabouts (optional)

Mini roundabouts direct users through intersections in a predictable manner. They can help reduce the severity of crashes and can calm traffic on residential streets.



Recommended for:

- Poplar Avenue/Clark Drive/Andover Drive (Richton Hills)
- Keith Drive and Riverside Drive (Lakewood Manor/Lakewood Condominiums)
- Amy Drive and Arquilla Drive (Lakewood Manor/Lakewood Condominiums)
- Could be used in conjunction with bike boulevard projects (see previous page for list of recommended streets).

Speed humps

Speed humps significantly slow vehicle speeds at mid-block locations.



Recommended for:

- Millard Avenue (Old Richton Park)

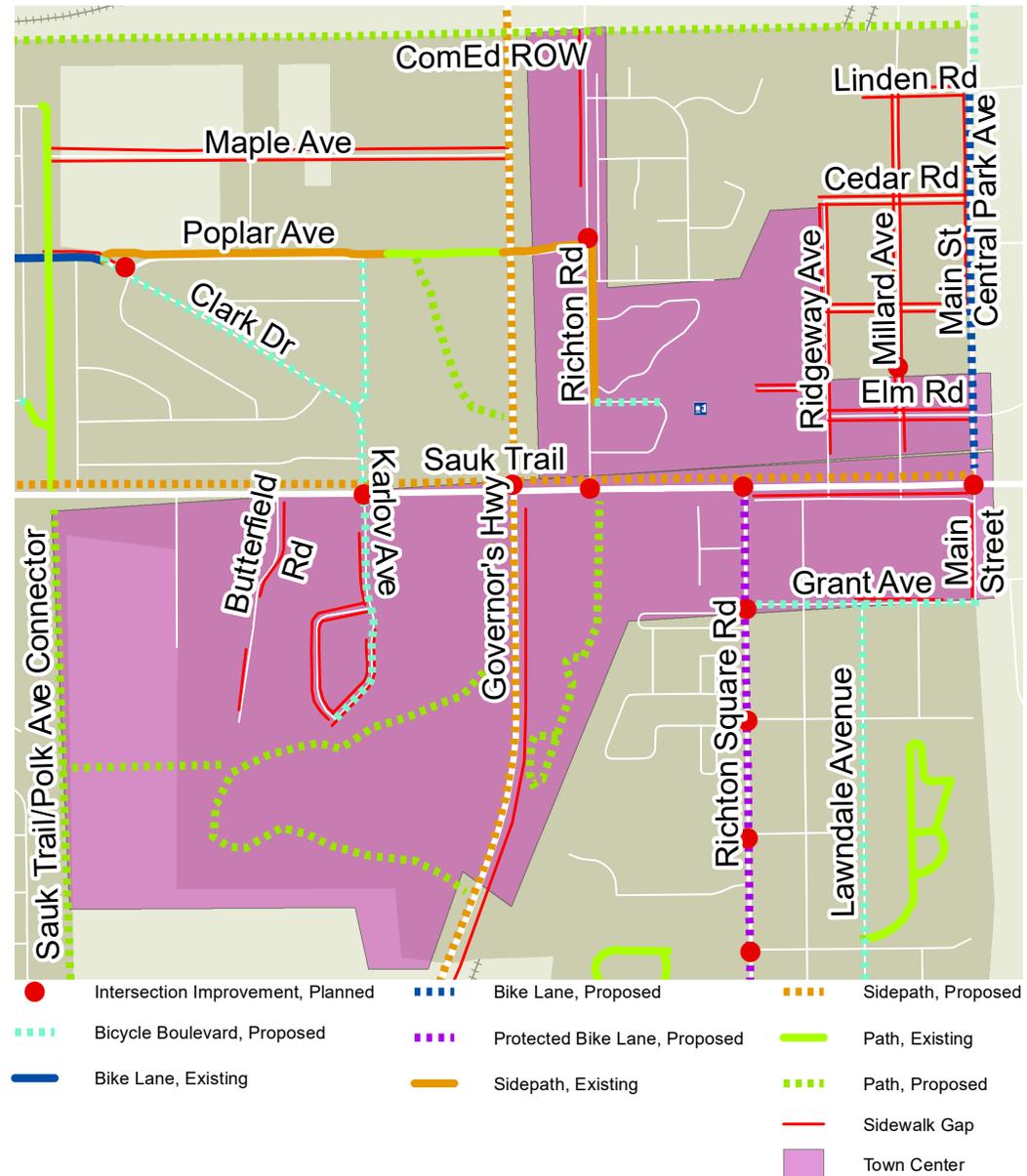
Speed Hump Photo Credit: City of Chicago

2.6 NEIGHBORHOOD STREET RECOMMENDATIONS

Town Center

Home to the Richton Park Metra Station and the 362 bus, Town Center is the Village's transit hub and is planned to become a commercial hub. This part of the Village has been the focus of previous planning studies. Recommendations included in these efforts are supported by this plan, including developing wide buffered sidewalks, landscaped medians, decorative crosswalks, and installing benches, waste receptacles, and other amenities. The visualization for Town Center recommends a system of paths along the Metra Electric Tracks and to the west of Governors Highway which this plan also supports. Additional recommendations include:

- Fill in sidewalk gaps on Karlov Avenue, Westminster Drive, Butterfield Road, and Richton Road
- Install bike boulevard pavement markings on Karlov Avenue and Tower Drive
- Install pedestrian island at Richton Road and Poplar Avenue
- Install paths in conjunction with new development and construct trail along ComEd right-of-way



Old Richton Park

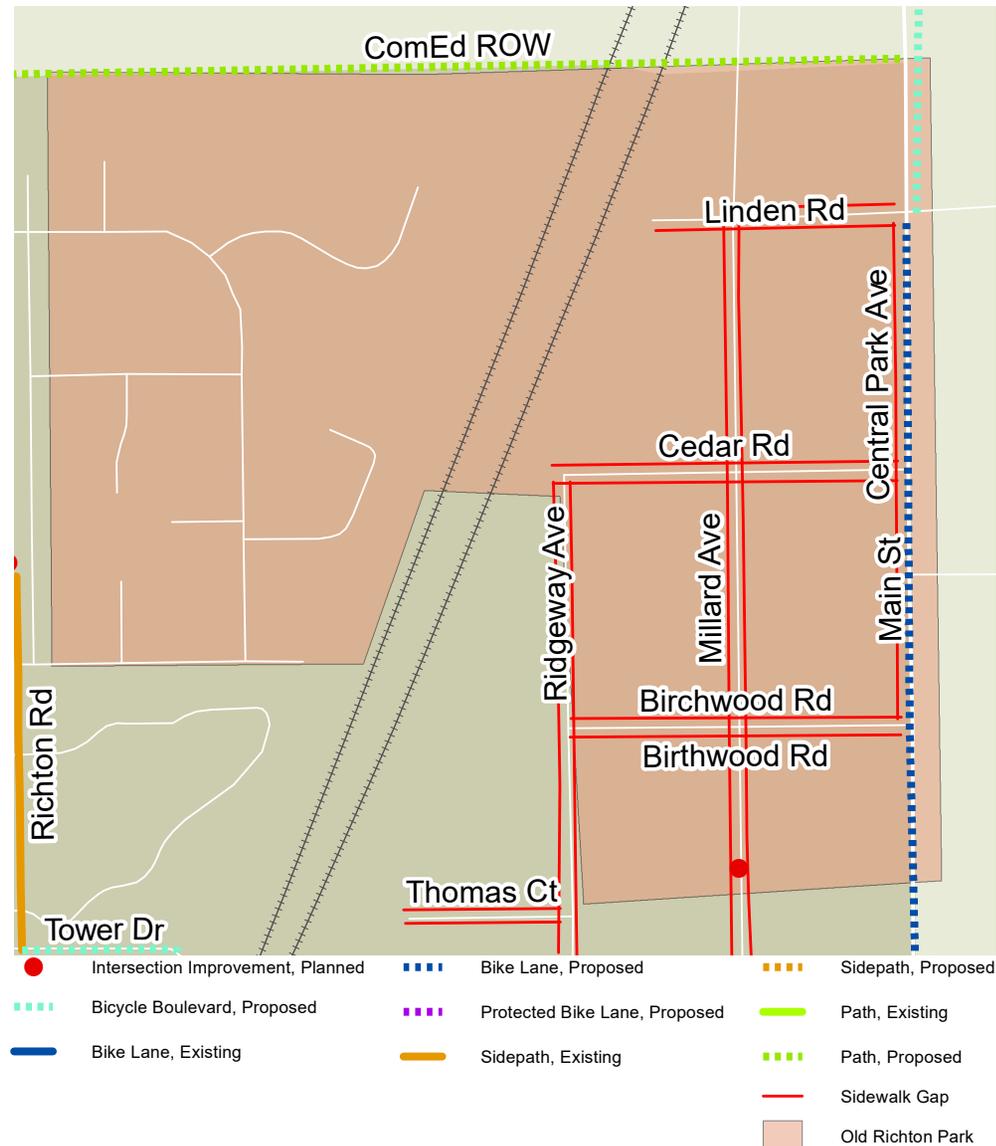
This quiet area is home to Richton Park's oldest residential neighborhood and includes multi-family housing around the Metra Station. There are no sidewalks, but residents have opted to remain sidewalk free when asked by the Village. Drivers are often observed speeding on Millard Avenue and Main Street. There are limited design options on Millard due to its narrow width, but Main has more space for solutions. Main Street/Central Park Avenue on the eastern border of the community connects to the Old Plank Trail, but requires pedestrians and cyclists to pass through two at-grade railroad crossings and a tight, dark underpass in Matteson. The northern part of this neighborhood scored high on the equity index due to the high density of housing in the area and a high number of people under the age of 18 relative to other parts of Richton Park. See Chapter 3 for a map of the equity index.

Recommendations:

- Install sidewalks if future residents of the neighborhood request them
- Install bike lane markings on Main Street/Town Center Road to calm traffic and speed humps on Millard.
- Continue ComEd right-of-way trail to Main Street.

- Build bike lane on Main between Linden and Sauk Trail and partner with the Village of Matteson to improve connections to the Old Plank Trail by installing marked

shared lanes under the bridge to complete the connection to the Old Plank Trail and improve the lighting in Main Street Metra Electric underpass.

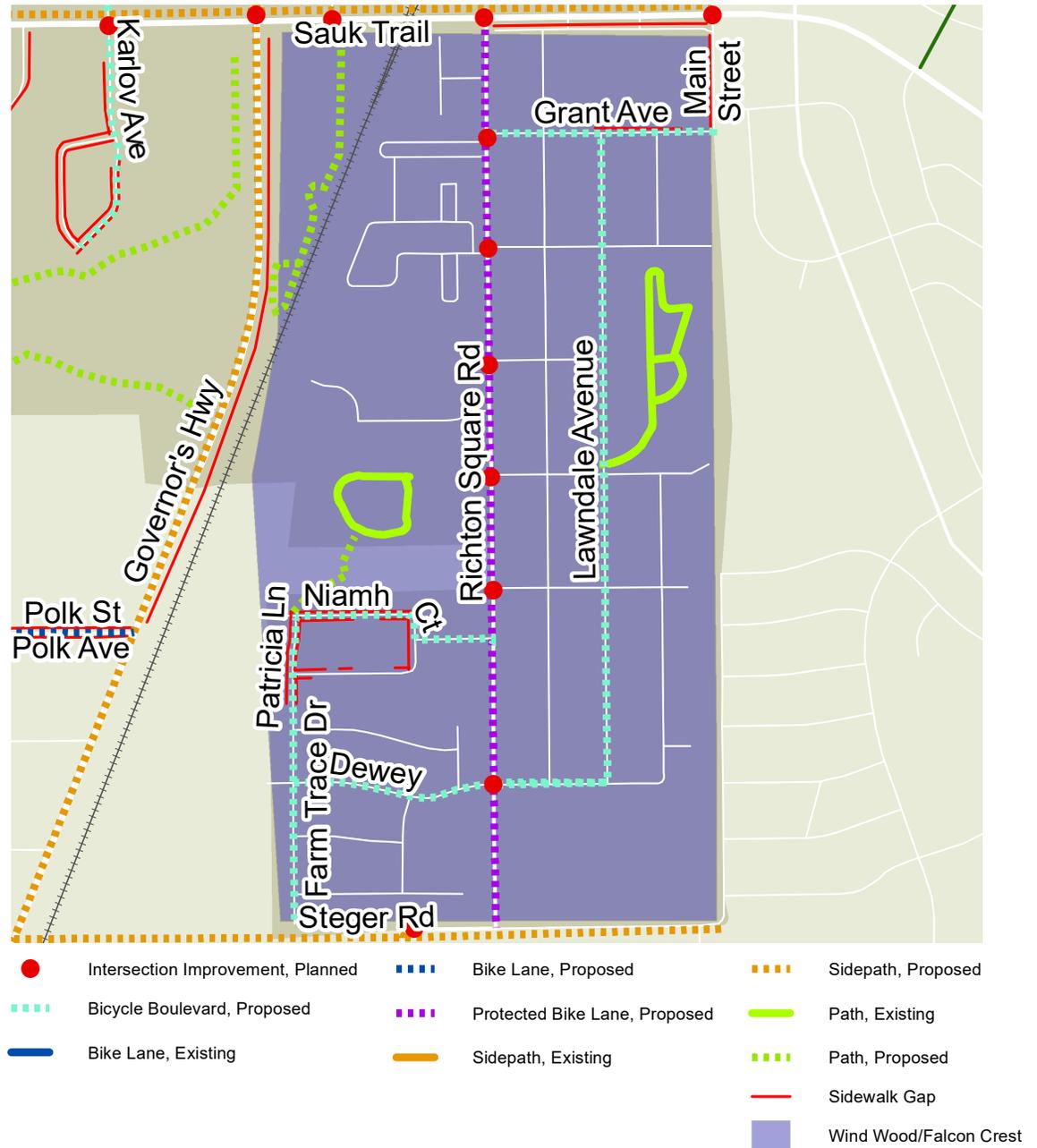


Wind Wood/Falcon Crest

The Wind Wood and Falcon Crest neighborhoods include a mix of older and newer housing stock. The area encompasses several neighborhood destinations including Keokuk Park, Jones Park, and Richton Square School. Both parks have local walking paths. Richton Square Road, which runs north/south, connects commuter students from the Richton Park Metra Station to Governors State University.

Recommendations:

- Fill in sidewalk gaps on Grant Avenue, Niamh Court, Castle Connor Lane, and Patricia Lane in conjunction with future development.
- Repave park paths and create new connections at Niamh Court to Jones Park and between Lee Avenue and Lawndale Avenue.
- Install bike boulevards on Grant Avenue, Lawndale Avenue, Niamh Court, Farm Trace Drive, Dewey Drive
- See Richton Square Road in the Corridor section of this plan for additional facilities, recommendations, and detailed intersection improvements.

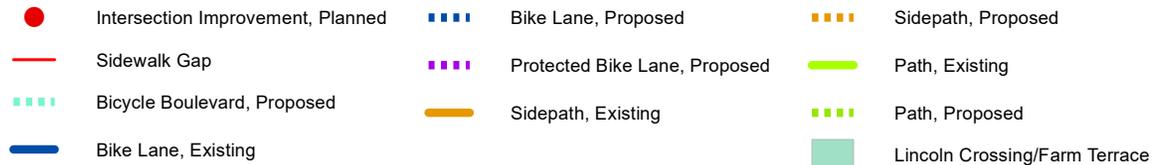
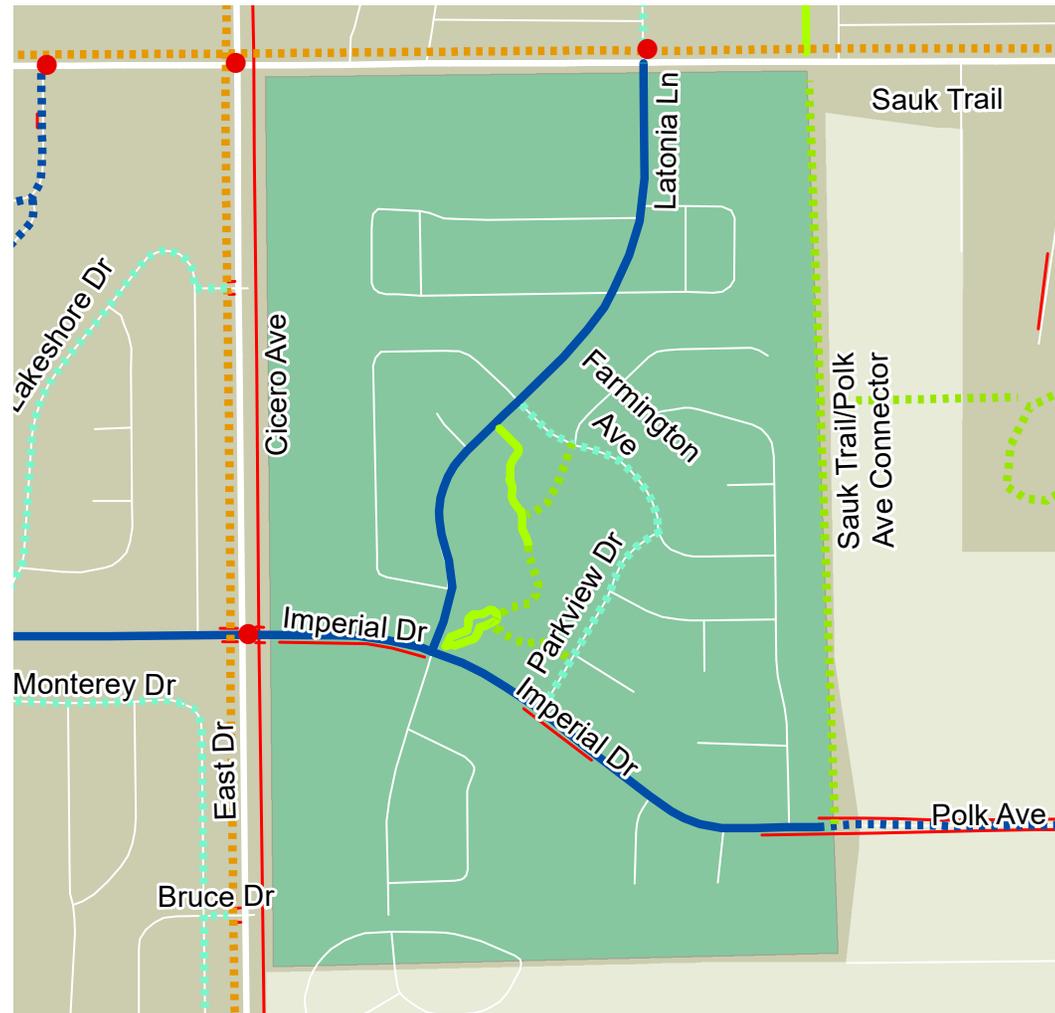


Lincoln Crossing/Farm Terrace

The Lincoln Crossing neighborhood lies south of Sauk Trail and east of Cicero Avenue. Bike lanes are marked on Latonia Lane and Imperial Drive, providing easy access to the Richton Park Community Center, Village Hall, the Richton Park Library, Southland College Prep Charter High School, and Pierce Park. A couple of minor improvements are suggested to create a more complete network. Additional recommendations are included in the Corridor section for crossings at Sauk Trail and Cicero Avenue, which will enhance connectivity between this neighborhood and others.

Recommendations:

- Complete sidewalk gaps on Imperial Drive, Hickory Creek Drive, and Latonia Lane.
- Install sidewalks and bike lanes on Polk Lane in conjunction with Imperial Drive extension.
- Complete park trails at Pierce Park and install trail connecting Sauk Trail to Imperial Drive
- Install bike boulevards on Parkview Drive and Farmington Avenue

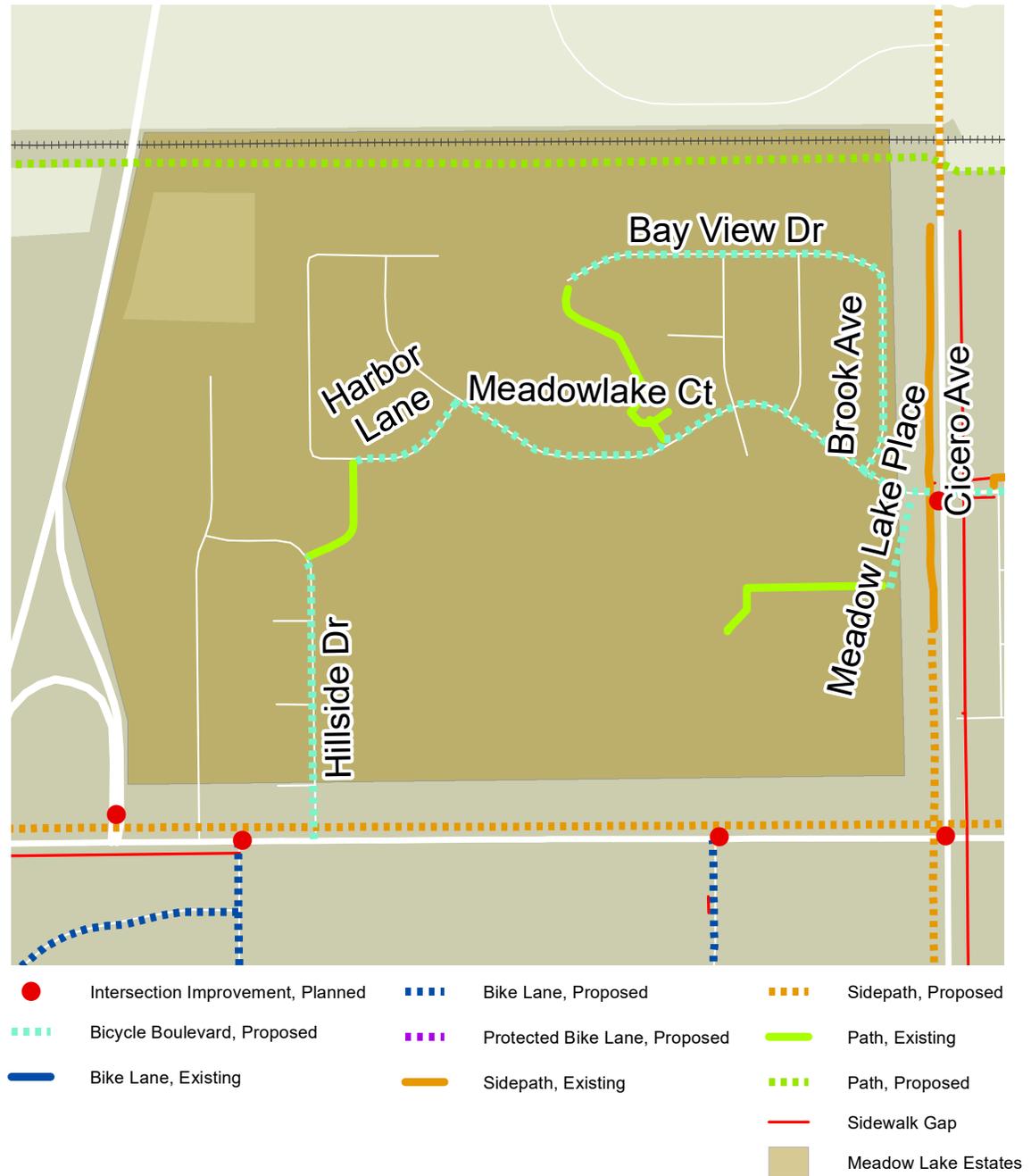


Meadow Lake Estates

Lying to the north of Sauk Trail and west of Cicero Avenue, Meadow Lake estates is a newer neighborhood with good sidewalk connectivity. The Rich South High School campus is on the south side of the community, and draws students from the entire community. As such, crossings at Cicero Avenue and Sauk Trail are heavily used by students during the school year. Improvements for each of those are suggested in the previous section on Corridors. Within the neighborhood, there is a system of pedestrian paths to provide easy access to campus. A sidepath runs along the west side of Cicero Avenue that could be extended south to Sauk Trail and north to the Old Plank Trail. There is no existing bike infrastructure on residential streets.

Recommendations

- Install bike boulevard markings on Harbor Lane, Hillside Drive, Meadow Lake Court, Brook Avenue, Bay View Drive, Meadow Lake Place
- Continue trail along ComEd right-of-way
- See Corridor section for recommendations on Cicero Avenue and Sauk Trail.

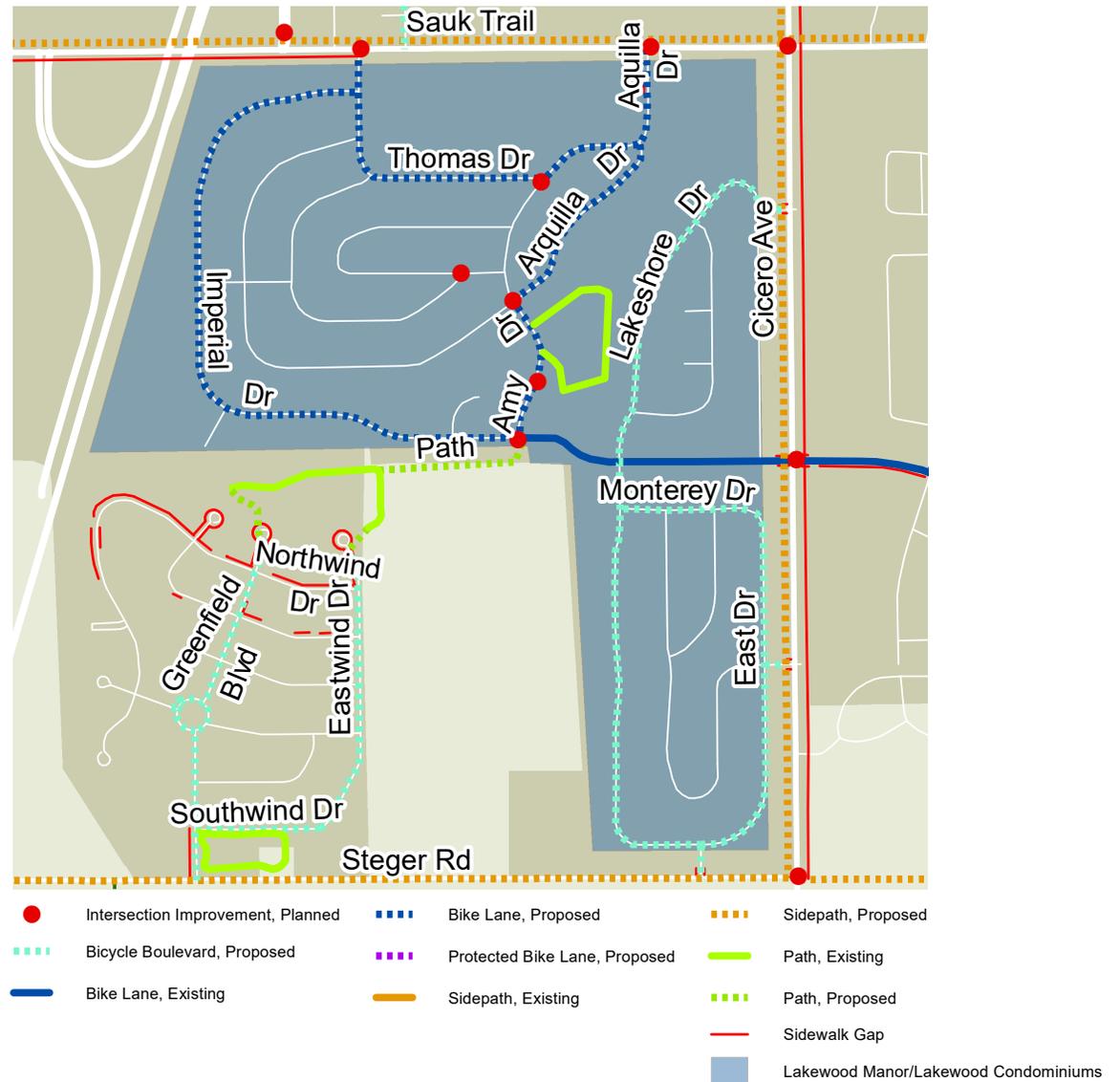


Lakewood Manor/Lakewood Condominiums

The Lakewood Manor and Lakewood Condominiums neighborhoods sit to the west of Cicero Avenue, South of Sauk Trail, and east of I-57. Neighborhood amenities include Klawitter Park, Neil Armstrong Elementary School, and a neighborhood retail cluster on Sauk Trail. A marked bike lane runs along Imperial Avenue from Cicero Avenue to Amy Drive.

Recommendations:

- Install bike lanes on Amy Drive, Arquilla Drive, Imperial Drive, and Thomas Drive.
- Construct bike boulevard pavement markings on Bruce Drive, East Drive, Lakeshore Drive, and Monterey Drive.
- Install mini roundabout at Amy and Arquilla Drives and Keith and Riverside Drives.
- Relocate school crossing to Imperial Drive and Amy Drive.
- Build a path connecting Eastwind Drive to Imperial Drive to create better connectivity to the Greenfield Neighborhood (see Greenfield recommendation for additional details.)
- See Cicero Avenue and Sauk Trail

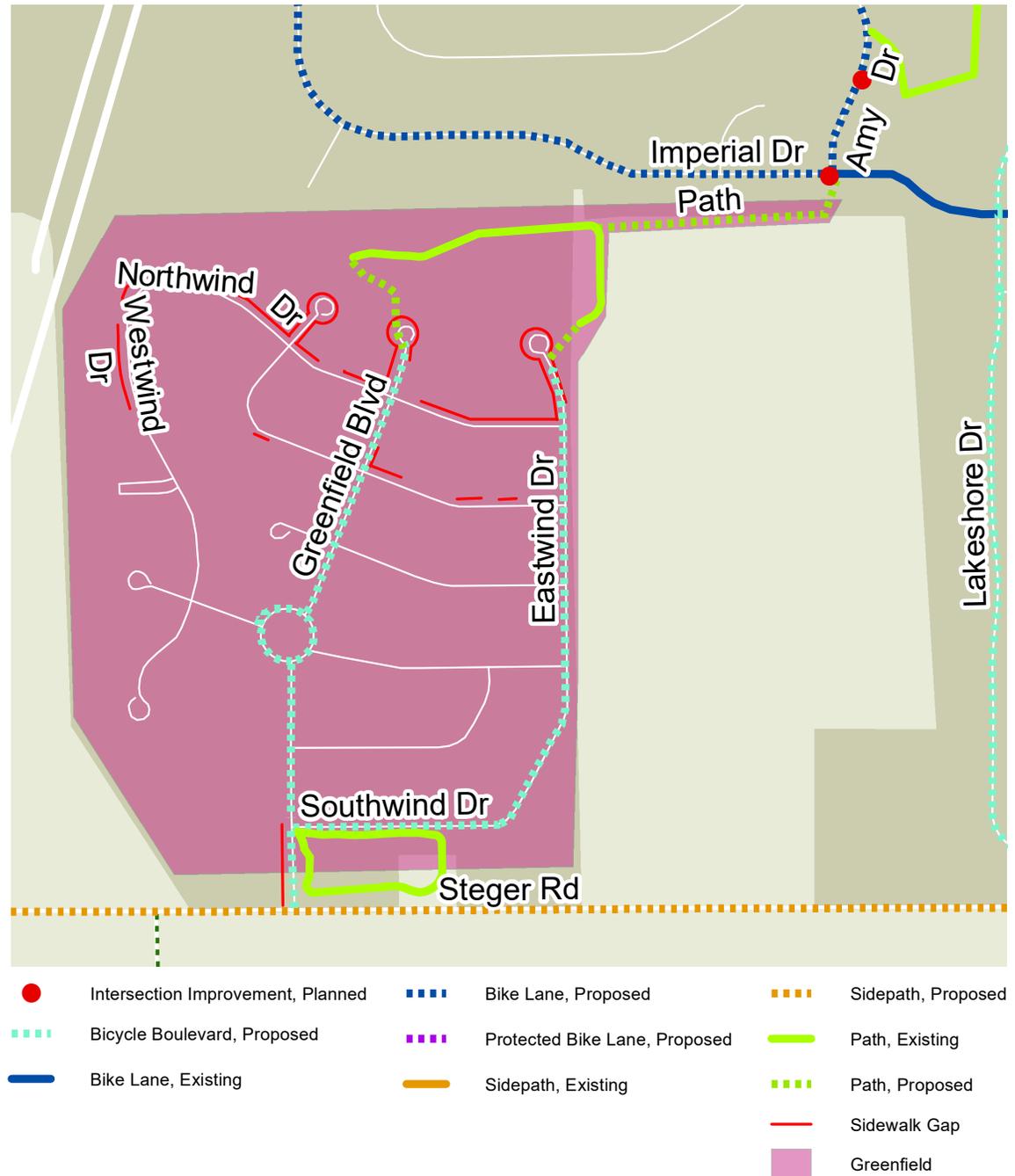


Greenfield

Greenfield is located north of Steger Road, east of I-57, and west of Cicero Avenue. The neighborhood is mostly developed, but has a few vacant parcels where sidewalks have yet to be constructed. Due to a lack of roadway connectivity, the neighborhood is isolated from the rest of the community. To remedy this, the comprehensive plan calls for a new path to be built connecting this neighborhood to Lakewood Manor, and it also recommends new neighborhoods to be constructed to the east.

Recommendations:

- Install bike boulevards on Eastwind Drive, Greenfield Boulevard, and Southwind Drive.
- Install path connecting Eastwind Drive to Imperial Drive.
- See recommended improvements to Steger Road in the corridor section.

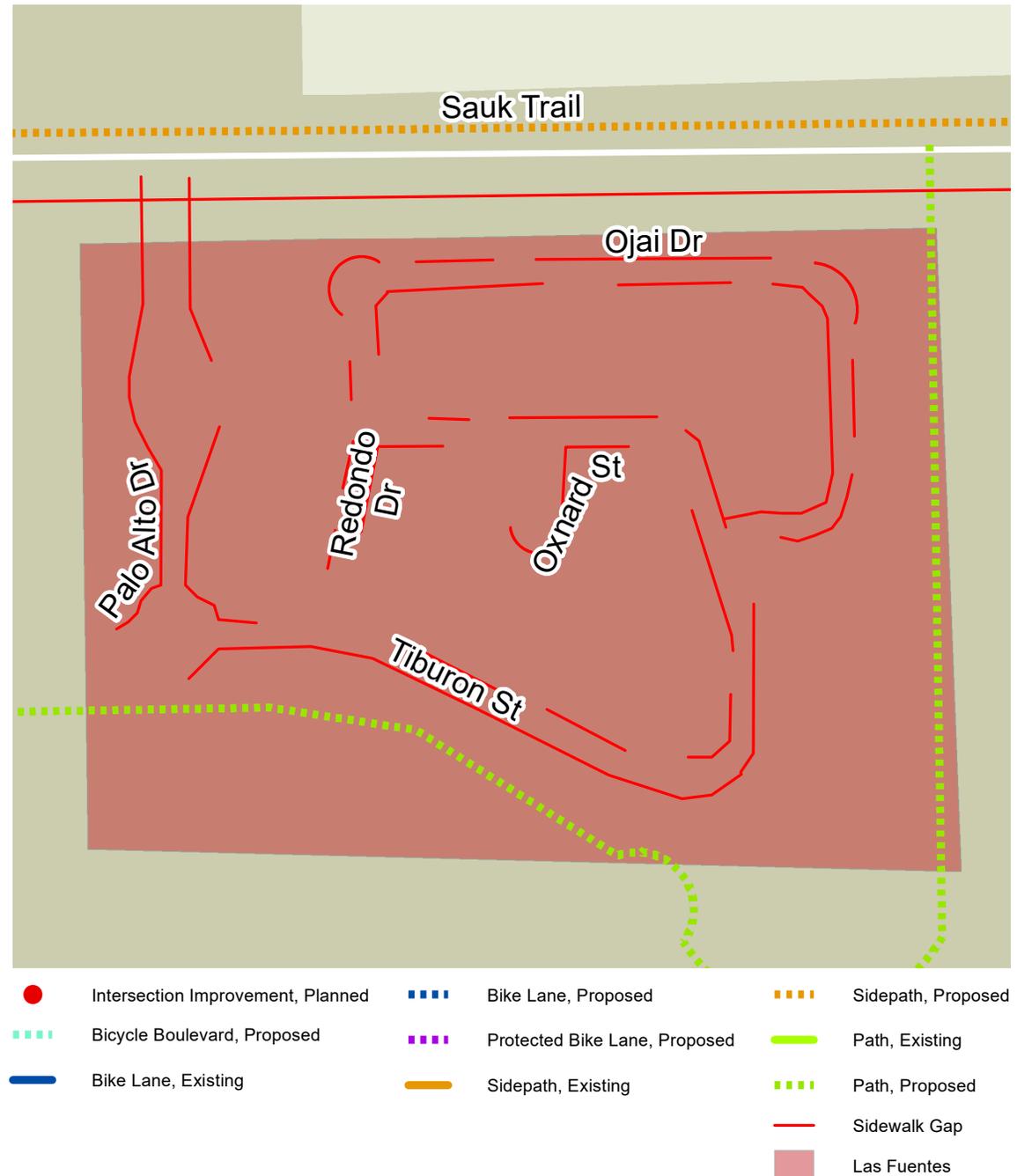


Las Fuentes

This neighborhood is located south of Sauk Trail between Ridgeland Avenue and Central Avenue. Only a handful of parcels have been developed, so there is a lack of sidewalk connectivity in the neighborhood. The comprehensive plan calls for future growth in this neighborhood and an expanded roadway network, which should be used as an opportunity to expand the sidewalk network.

Recommendations:

- Install sidewalks on Palo Alto Drive, Tiburon Street, Oxnard Street, Ojai Drive, and Redondo Drive.
- As the area develops, consider installing bike boulevard pavement markings on Ojai Drive and Tiburon Street.
- Install trail connecting Sauk Trail to Ridgeland Avenue along the pipe line and detention pond.
- See Sauk Trail in the Corridor section for additional recommendations.

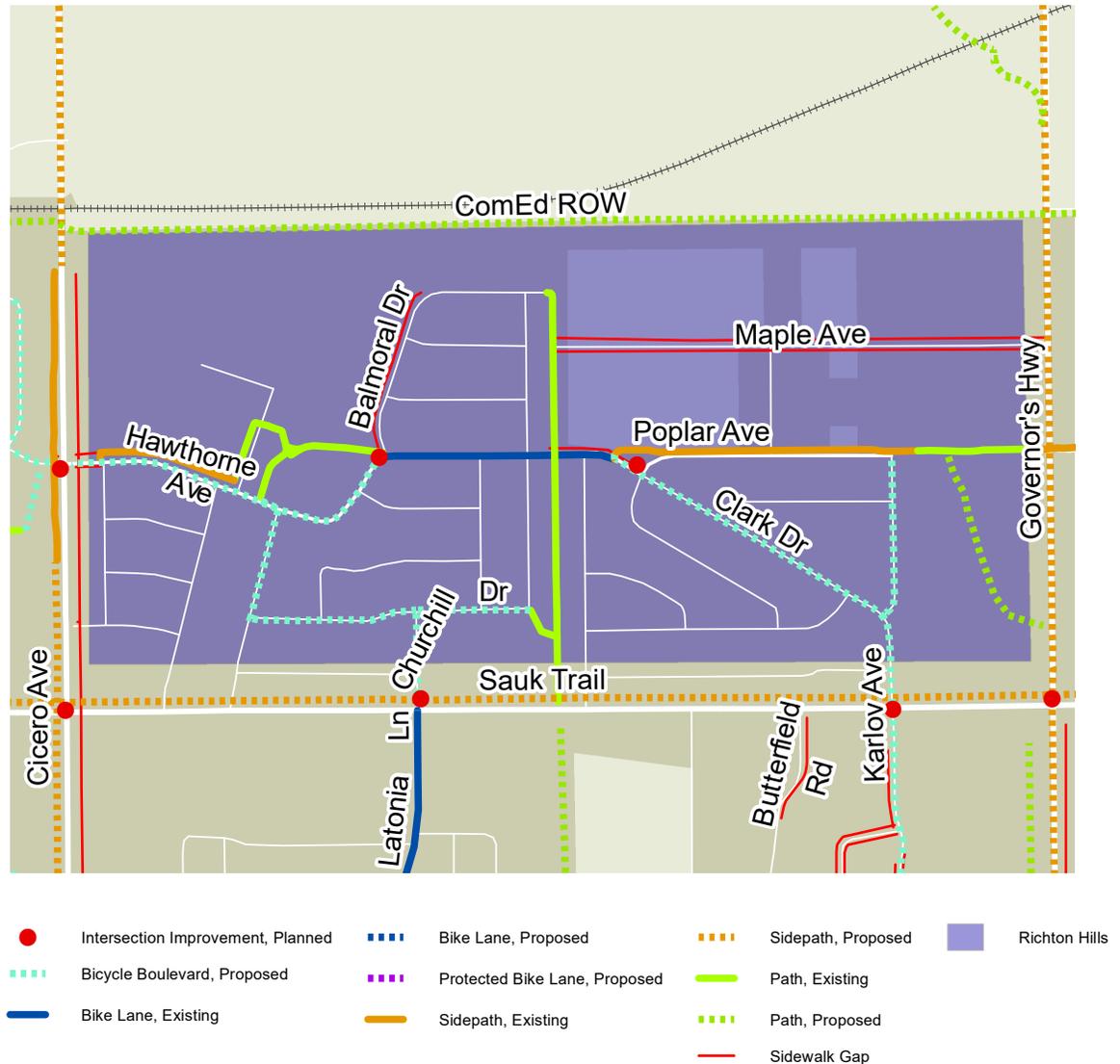


Richton Hills

Richton Hills includes the community's busiest park - Glaeser Park and Sauk Elementary School. There is an existing single lane bike lane on Poplar Ave that merges into a path east of Clark Drive. Students cross the busy, unsignalized Cicero Avenue and Poplar Avenue intersection to get to high school during the school year.

Recommendations:

- Install bike boulevards on Churchill Drive, Rockingham Road, Clark Drive, Karlov Avenue, and Poplar Avenue
- Make existing bike lane on Poplar Avenue two lanes
- Install a mini-roundabout at Poplar Avenue and Clark Drive.
- Install a bicycle crosswalk at Balmoral Drive and Poplar Avenue
- Fill in sidewalk gaps on Maple Avenue and Balmoral Drive
- Continue trail along ComEd right-of-way
- See recommended improvements to Cicero Avenue and Sauk Trail in the corridor section.



2.7 FUTURE DEVELOPMENT

Richton Park has numerous plans for annexing land, redeveloping areas, and extending roads. This plan attempts to offer recommendations for some of those projects, but as plans unfold, these suggestions may no longer be relevant. Therefore, it is important for the Village to develop a set of Complete

Streets guidelines for developers to ensure that new developments are consistent with the Village's Complete Streets goals. General guidance for on-street infrastructure is included in the accompanying table.

Recommended Bicycle and Pedestrian Facility Types for New Development and Redevelopment Projects				
Functional Classification	Jurisdiction	Speed Limit	Recommended Bike Facility	Recommended Pedestrian Facility
Principal Arterial	IDOT	45+	Sidepath	Sidewalk & Sidepath
Minor Arterial	IDOT	40+	Sidepath	Sidewalk & Sidepath
Minor Arterial	Cook County	40+	Sidepath	Sidewalk & Sidepath
Collector	Cook County	30-35	Buffered Bike lane, bike lane, or bike boulevard	Sidewalk on both sides
Collector	Richton Park	30-35	Buffered Bike lane, bike lane, or bike boulevard	Sidewalk on both sides
Local Roads	Richton Park	>30	Bike lane, bike boulevard	Sidewalk on both sides
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.

3

POLICIES & PROGRAMS

Supportive education, encouragement and enforcement programs to promote walking and biking.

3.1 POLICY RECOMMENDATIONS

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

Develop a Vision Zero Strategy

Vision Zero is the Swedish approach to road safety. Founded on the belief that loss of life is not an acceptable price to pay for mobility, Vision Zero takes a systems approach to enhancing safety. Rather than exclusively faulting pedestrians, cyclists, or drivers, Vision Zero places the core responsibility for crashes on the overall system design, addressing infrastructure design, vehicle technology, and enforcement. The Village of Richton Park should develop a Vision Zero Action Plan to reduce all crashes in the village.

Create a Safe Park Zones Policy

As havens for physical activity and recreation, parks are priority destinations for all community members, especially children. Traffic safety can be a major barrier for children walking and biking to parks, Richton Park can improve access to parks by adopting Safe Park Zones.

Similar to Safe School Zones, Safe Park Zones are streets adjacent to parks where traffic safety is prioritized with lower speed limits and higher fines for speeding and disobeying stop signs and stoplights when children are present. Under Illinois Vehicle Code section 5/11-605.3, revenue from the higher fines can be used to establish and maintain safety infrastructure within the zone and to fund safety programming. Safe Park Zone streets must be designated by local ordinance and marked with signs. See Appendix C for sample ordinance language.



Safe Park Zone warning sign in Lemont, IL.

Update Zoning Code to Walking and Bicycling Friendly Developments:

Facilities within private developments play a significant role in whether they can be accessed by active transportation. Richton Park should consider updating the zoning code to ensure connectivity and access for pedestrians, cyclists and transit users in all new developments. Examples include:

- Require development site plans to comply with the Village's Complete Streets policy, Active Transportation Plan, and Town Center plan, where applicable to ensure that sidewalks, bike facilities, and network connectivity are included.
- Allow for greater integration of land use types, thereby decreasing distance barriers for walking and bicycling.
- Give priority to continuous sidewalks adjacent to large developments and require connectivity to building entrances.
- Require a maximum setback distance for building entrances, ensuring shorter trips through parking lots for cyclists and pedestrians.
- Require street connectivity for housing developments to improve the directness of routes, again decreasing distance barriers for walking and bicycling.

- Increase flexibility on the required number of car parking spaces to limit parking lot size Village-wide.
- Create minimum standards for bicycle parking accommodations at commercial and workplace
- Develop specifications for planting trees, installing benches, including pedestrian scale lighting, and installing awnings in the Town Center area.
- Developers proposing plans that meet these criteria can receive expedited permits or reduced costs by allowing for reduced parking

Bike Lane Ordinance

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

This plan sets forth an ambitious schedule to create a comprehensive biking network. In addition to completing the network, the Village must be committed to ensuring

the network is maintained. Richton Park should adopt a policy ensuring that bicycle facilities on property owned or managed by the Village will be maintained at the same level as facilities for motorized vehicles. This will ensure that bikeways and sidewalks are free of snow, ice, debris, potholes, and other obstacles to active transportation.

Bike Parking Ordinance

Bicycle parking is an essential amenity for any non-motorized transportation network. Residents will not use bikeways to reach businesses unless they can safely lock their bikes at their destinations. To promote the use of the network and to boost local commerce, the Village of Richton Park should adopt a zoning ordinance to require bike parking at key commercial, residential and industrial sites. See Appendix C for sample ordinance language and formulas for calculating minimum bike parking requirements.

Snow Clearing Ordinance

The accumulation of snow and ice on sidewalks creates a major barrier to pedestrians, especially seniors and children. The Village code currently does not designate snow removal responsibilities. To ensure safety and accessibility of the whole transportation network, the Village should consider establishing snow removal responsibilities in the Village Code that

require property owners to maintain sidewalks adjacent to their properties during and after a snow event within a timely manner. In addition, Richton Park could consider working with community organizations to develop a program to help people with disabilities and others who need assistance with snow clearance. For example, other communities have coordinated with local Boy Scout, Girl Scout or high school clubs in need of volunteer hours to remove snow from the sidewalks of the elderly or those with disabilities.

50/50 Sidewalk Fund

Most of Richton Park's residential neighborhoods have a complete, connected sidewalk network. However, after years of wear and tear, sidewalks sometimes need repair. The Village currently has a sidewalk repair matching funds program to cover half of all repair and replacement costs. The Village should widely publicize this program and encourage a high level of participation by residents.



Snow clearance impacts pedestrians and cyclists on- and off-street. A snow clearance policy can help increase safety and accessibility for active transportation users year-round.

3.2 PROGRAM RECOMMENDATIONS

Education initiatives give all users of the road an understanding 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.

Education Programs

Cell Phone and Speeding Community Education

Regularly educate residents on the cell phone use and speeding laws. Richton Park residents can sign a pledge through newsletters, board meetings, businesses, events and local social media outlets. Providing yard signs, city stickers, announcements with water bills, posters, and enforcement events will bring more awareness to these laws. Additionally, other topics can include walking & biking rules of the road, tricks and tips, educate drivers about sharing the road with non-motorized users, Must Stop for Pedestrians law, promoting local cycling and walking events and issues for discussion or action.

Snow Clearing Campaign

Implement a “Thank you for clearing” campaign. Create a door card campaign that

allows residents to thank their neighbors for keeping sidewalks clear by hanging a thank you message on their neighbor’s door. Sidewalk clearing includes vegetation encroaching on the sidewalks and snow removal. A “Thank you for clearing” card will raise awareness about clearing sidewalks, provide peer pressure to keep walks clear and enhance community pride. A clearing campaign will provide residents with clear walkways throughout the winter and allow residents to utilize the connectivity of the city in every season.

Bicycle Education

The Village of Richton Place should offer bicycle and pedestrian training for adults, teens and youth at Richton Park Community Center. Youth will benefit from classes on bicycle and pedestrian safety and skills building. Bicycle mechanics classes, education related to the variety of transportation options, and on-bike education

classes (such as Traffic Safety Skills 101) can be made available for middle and high school students and adults.

Youth Bike Mechanics

Youth learn to assemble bikes, ride safely, and use the knowledge to create a “pop-up” bike shop. This shop will give residents a cheap bike repair and the youth in the community will learn valuable skills.

Social Media Campaign

This method is a coordinated marketing effort to reinforce walking and biking as an easy option in Richton Park. Integrating quality educational materials into one or more social media platform.

Local Bike Map

A user-friendly bike network map would encourage use of the improved pedestrian and bicycle network and patronage of the key

places identified in this plan. Richton Park should work with the Active Transportation Plan Steering Committee or a contractor to produce and distribute a free active transportation network map that includes safe bicycling and walking routes to key places and safety tips. Large employers and local businesses could be approached for sponsorship of the map.

Training for Police

Police in Illinois are required to participate in annual professional development opportunities. Richton Park Police Department should ensure that all officers engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, followed by semi-annual refresher sessions. Information can be provided in live sessions, online or by video.

The officers should receive practical training focused on:

- Rules of the road for bicyclists and pedestrians
- Illegal motorist behaviors that endanger bicyclists and pedestrians
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle and

pedestrian crashes

- Importance of reporting bicycle and pedestrian crashes
- Importance of investigating serious bicycle and pedestrian crash sites
- Best ways to prevent bicycle theft
- Best practices for policing by bicycle
- Transportation, health and environmental benefits of bicycling

Community Education Campaign

The Village of Richton 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, cable access station, local newspaper and online social networks to broadcast videos and publish articles on bike and pedestrian safety.
- Arrange for bicycle and pedestrian information to be reprinted and/or distributed by partner agencies, utility companies and the private sector.
- Work with local doctors at St. Margaret Health Center to distribute information on the health benefits of cycling and walking.

- Offer bike maintenance and traffic skills classes to adults and teens through the Richton Park Police Department, Village Hall, schools and other community groups



Bike mechanics classes can teach local youth new skills.



Bike safety classes can be offered to teach children the rules of the road and proper helmet fitting.

Encouragement Programs

Path Raising

To improve paths in the network, the Village can train residents on how to install sidewalks. Richton Park can then organize path raising parties for the trained residents to put their new skills to work on sidewalks in prioritized areas throughout the community.

Bike Rack Program

Work with Rich South High School to produce bike racks for the Village. The Village of Richton Park can provide students or volunteers with materials to produce the racks. The Richton Park Public Works Department can install the bike racks throughout the community. Work with the Steering Committee, residents, and Village Officials to prioritize locations.

Community Bike Rides

Large scale bike ride events are a great way to feature the active transportation network in Richton Park. Select a route that features local businesses and any new or planned network improvements. Large events can also serve as fundraisers for local projects and bring visitors from neighboring communities.

Lock Library

Work with the Richton Park Public Library, Community Center, and other public partners to create a Lock Library program. This program allows residents to borrow bike locks. Residents who may not carry a bike lock can lock their bicycles while visiting local destinations.

Bike & Dine Events

Invite cyclists to enjoy a progressive dinner by bike at local 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 Light Giveaway

Bike light laws are lightly enforced by police departments. This means lots of cyclists are riding unlighted and unsafely, and they need someone to shed light on this issue. Richton Park can host an event to giveaway front and rear lights to cyclists at dusk with educational information on bicycle safety.

House Hunting by Bike

House Hunting by Bike is a way for

prospective residents to get to know people and places in the community. Work with local real estate agents to hold a bike tour of homes for sale throughout Richton Park. The tour should include homes currently for sale in a variety of price ranges, as well as highlight community parks, schools and other key destinations. Real estate agents host showings along the tour, with attendees receiving a map that lists information for each home.

Girl Trek

GirlTrek is a national health movement that activates thousands of Black women and girls to transform their lives through walking. The organization helps connect women through a robust social media network, walking challenges, inspirational stories, and resources for leaders interested in organizing walks for individuals or groups. They are focused on the power of walking as a tool for improving overall health, preventing disease, reducing stress, reclaiming neighborhood streets, and creating a healthier, more connected community.

Slow Bike Races

In slow bike races, riders of any age and fitness level compete to advance as slowly as possible without falling off their bikes or rolling backward. Unlike regular races, the last to reach the finish line wins. Richton Park should incorporate slow bike races into a variety of existing community events.

Enforcement Programs

Hold Targeted Enforcement Events

No police department can aggressively enforce all laws in all locations at all times. The Village of Richton Park can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Stings focused on reckless behavior by motorists have proven particularly successful in other communities. Sauk Trail has had multiple pedestrian and bicycle crashes. Richton Park should target its police enforcement efforts in these locations and review these efforts on an annual basis to ensure appropriate allocation of enforcement resources.

Police on Bikes

People feel police on bikes are more approachable, can communicate better and can get more miles in than on foot. Bicycle patrols are good community-policing tool. They're also very inexpensive when compared to the costs of maintaining cars and motorcycles. Richton Park should create a Police on Bikes Program to implement other enforcement and educational programs.

Caught being Good Program

Richton Park Police should reward children for good walking and biking behaviors. When officers observe these behaviors they should 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 Richton Park.



Police offers can “ticket” children for practicing safe rules of the road.

4

IMPLEMENTATION

Prioritizing, phasing,
and funding plan
recommendations.

4.1 PROJECT PRIORITIZATION

Chapter 2 recommends a complete build-out of a context sensitive active transportation network; however, not all projects can be implemented at once, and many will require additional study, external funding, and/or collaboration with other agencies and jurisdictions. As such, this chapter provides a framework for prioritizing projects, suggestions for phasing, and strategies for developing complementary programs and policies that will support and enhance a culture of walking and biking in Richton Park. As the Village grows, this vision will guide future roadway extensions, neighborhood expansions, and annexations, and will also apply to partnerships with neighboring jurisdictions to ensure regional connectivity to trails and bikeways.

There are many questions to ask when assessing the importance of a project to a community. Will the project serve people with limited access to cars? Does it propose to address problems in a high crash corridor? Does it provide better access to a route, destination, or intersection that the community prioritized in the engagement process? Is there sufficient right-of-way? Does it require further study? The project team evaluated each recommended project

in this study based on a series of criteria to determine how projects should be prioritized by Richton Park. The criteria include:

Equity

- Does the project serve residents who are more disproportionately impacted by the cost of car ownership and maintenance, such as people with lower incomes or people with lower educational attainment?
- Does the project serve people who are less likely to own or operate a car, such as youth (people under 18) and seniors (people over 65)?
- Does the project serve people who commute via walking, biking, or public transit?
- Does the project serve people who live in higher density areas of the community?

Community Engagement

Did the route or intersection receive a high number of responses from the community regarding safety or access?

Access to Destinations

Does the project improve pedestrian and bicycle access to the Metra Station, Pace stops, parks, schools, the library, trails,

bikeways proposed for adjacent communities, and commercial areas?

Safety

Is there a disproportionately high number of injury or fatal crashes along the corridor or within 200 feet of an intersection for all modes? Have there been pedestrian or bicycle crashes reported along the corridor?

Feasibility

- Which agency controls the road or intersection? Will additional coordination be necessary?
- Can the project be built with external funding, such as CMAQ, constructed by a private developer, or included in a future project of an outside agency?
- Can the project be completed in conjunction with a future resurfacing effort, or in conjunction with a future reconstruction project?
- Does the project require further study?

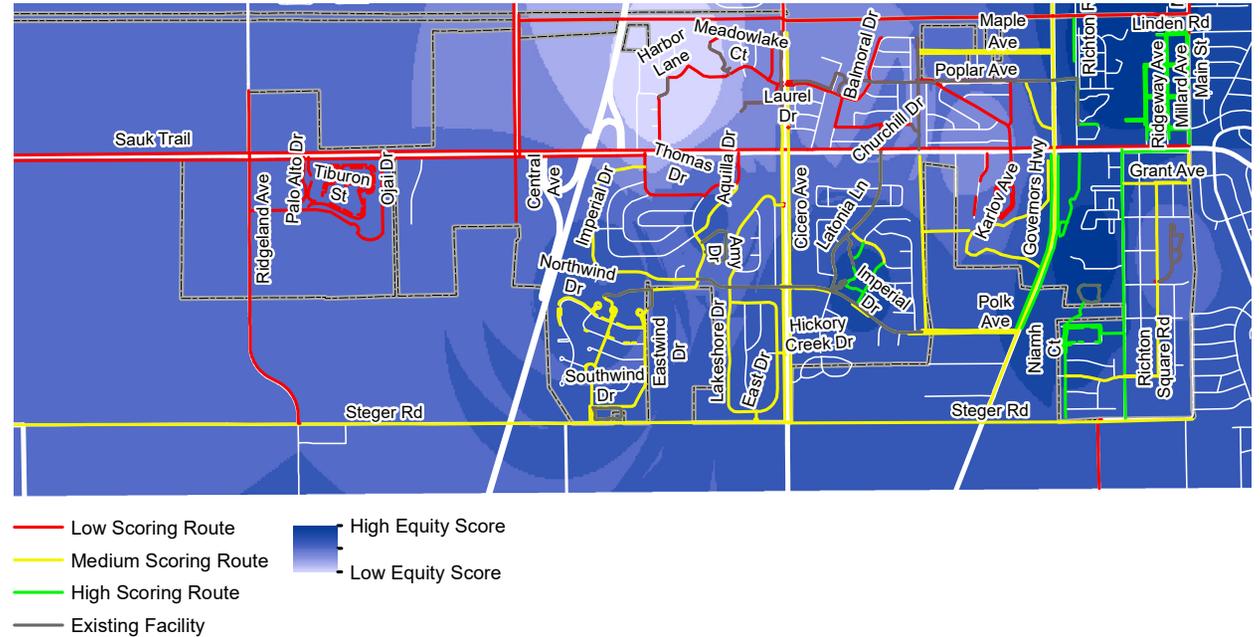
Combined Score

Each of these criteria were then combined into an Overall map. The results of each analysis are detailed below.

Equity Priority Projects

Lack of options to use alternative modes of transportation have the greatest impact on households for whom automobile ownership is a financial burden and for those who are too young or too old to drive. To better understand how to prioritize improvements in Richton Park, the project team compared the recommended active transportation network to specific population data from the 2009-2014 American Community Survey. The following variables were included in the analysis: median household income, population density, senior population, youth population, educational attainment, and bicycle, pedestrian, and transit commuters. Routes identified as high priority in the below map scored higher in the equity analysis based on the variables. Low priority score routes or intersections may be the furthest from equity target areas but may still be important in providing a comprehensively-connected network in the long term.

High equity priority areas may 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.



Proposed projects that scored high on the equity analysis include:

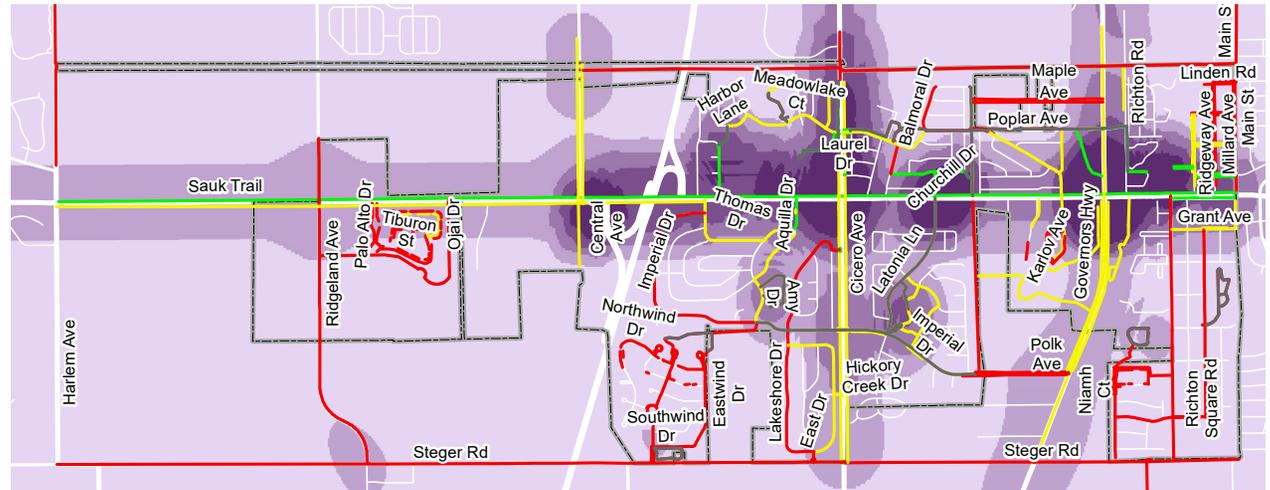
- **Sidewalks:** Richton Road, Thomas Court, Ridgeway Avenue, Cedar Road, Linden Road, Central Park Avenue, Birchwood Road, Millard Avenue, Ridgeway Avenue, Niamh Court, Patricia Lane, Castle Connor Lane, Elm Road, Sauk Trail
- **Bike Boulevards:** Farm Trace Drive, Tower Drive, Parkview Drive, Niamh Court
- **Bike Lanes:** Main Street
- **Sidepaths:** Governors Highway, Sauk Trail
- **Protected Bike Lanes:** Richton Square Road
- **Paths:** Patricia Lane to Jones Park, Town Center area

Community Engagement Priority Projects

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 not all residents were 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.

High ranking community engagement projects include:

- **Sidewalks:** Thomas Court, Sauk Trail, Laurel Drive, Poplar Avenue, Meadow Lake Court, Lakeshore Drive, Elm Road
- **Bike Boulevards:** Churchill Drive, Tower Drive, Meadow Lake Place, Hillside Drive
- **Bike Lanes:** Arquilla Drive



- Low Scoring Route
- Medium Scoring Route
- High Scoring Route
- Existing Facility
- High Community Engagement Score
- Low Community Engagement Score

- **Sidepaths:** Sauk Trail
- **Paths:** Town Center Path connecting Governors Highway to Poplar Avenue

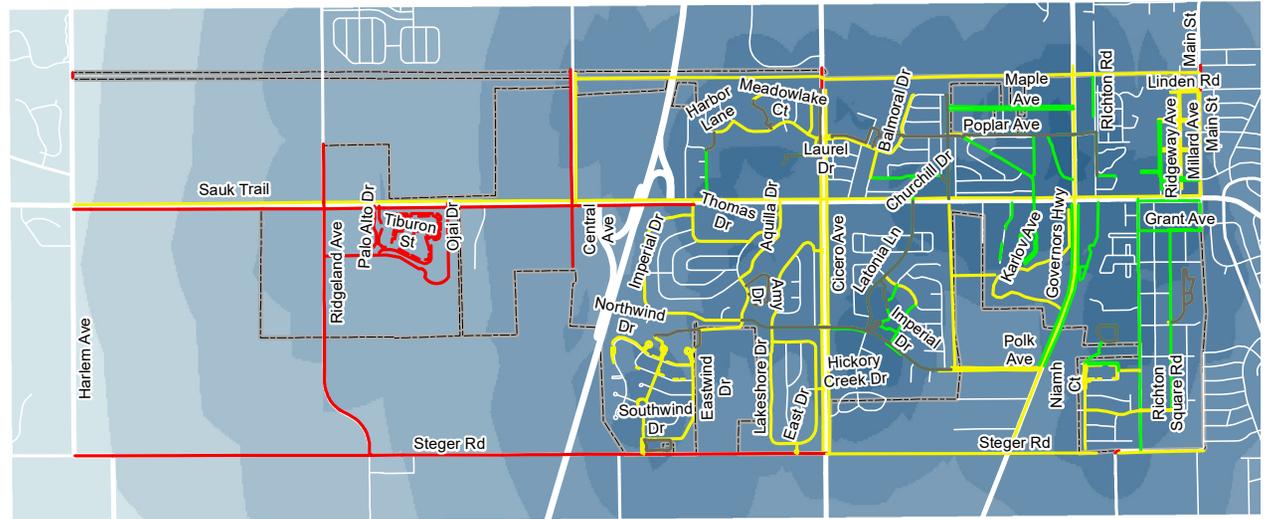
Destinations

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. 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.

Routes that ranked high on the destination scoring criteria include:

- **Sidewalks:** Imperial Drive, Sauk Trail, Elm Road, Ridgeway Avenue, Thomas Court, Karlov Avenue, Westminster Drive,



Butterfield Road, Maple Avenue, Grant Avenue, Niamh Court, Richton Road, Governors Highway, Main Street

- **Bike Boulevards:** Tower Drive, Churchill Drive, Hillside Drive, Karlov Avenue, Grant Avenue, Lawndale Avenue, Niamh Court, Parkview Drive, Clark Drive
- **Protected Bike Lanes:** Richton Square Road
- **Sidepaths:** Governors Highway
- **Paths:** Patricia Lane to Jones Park, Town Center path system

Safety

The safety map includes 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. 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.

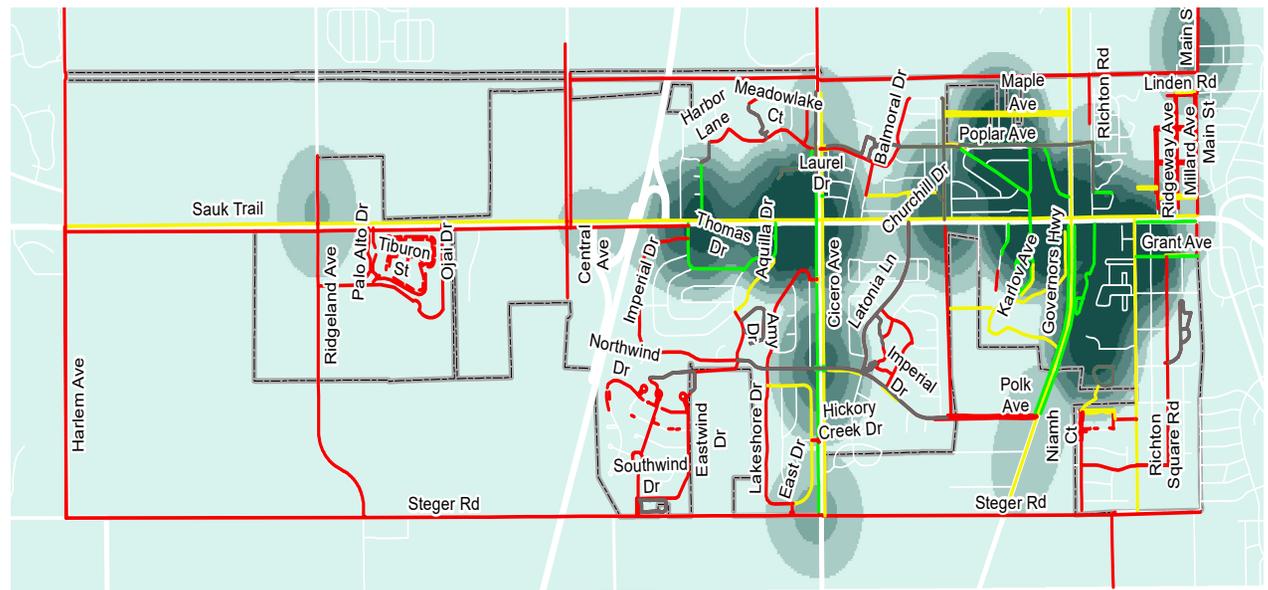
In addition to pedestrian and bike crashes, vehicle only injury and fatal crashes were also considered in the analysis. In some cases, the absence of pedestrian and bike crashes on a roadway does not mean that the roadway is safe for non-motorized users of the road. It could mean that the roadway is so uncomfortable 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.

Projects that received a high safety and feasibility score include:

- **Sidewalks:** Sauk Trail, Karlov Avenue, Westminster Drive, Butterfield Road, Imperial Drive, Laurel Drive, Arquilla Drive, Governors Highway

- **Bike Boulevards:** Tower Drive, Hillside Drive, Karlov Avenue, Grant Avenue, Meadow Lake Place, Clark Drive, Karlov Avenue, Clark Drive
- **Bike Lanes:** Thomas Drive, Amy Drive, Arquilla Drive
- **Sidepaths:** Cicero Avenue, Sauk Trail, Governors Highway
- **Paths:** Town Center Paths

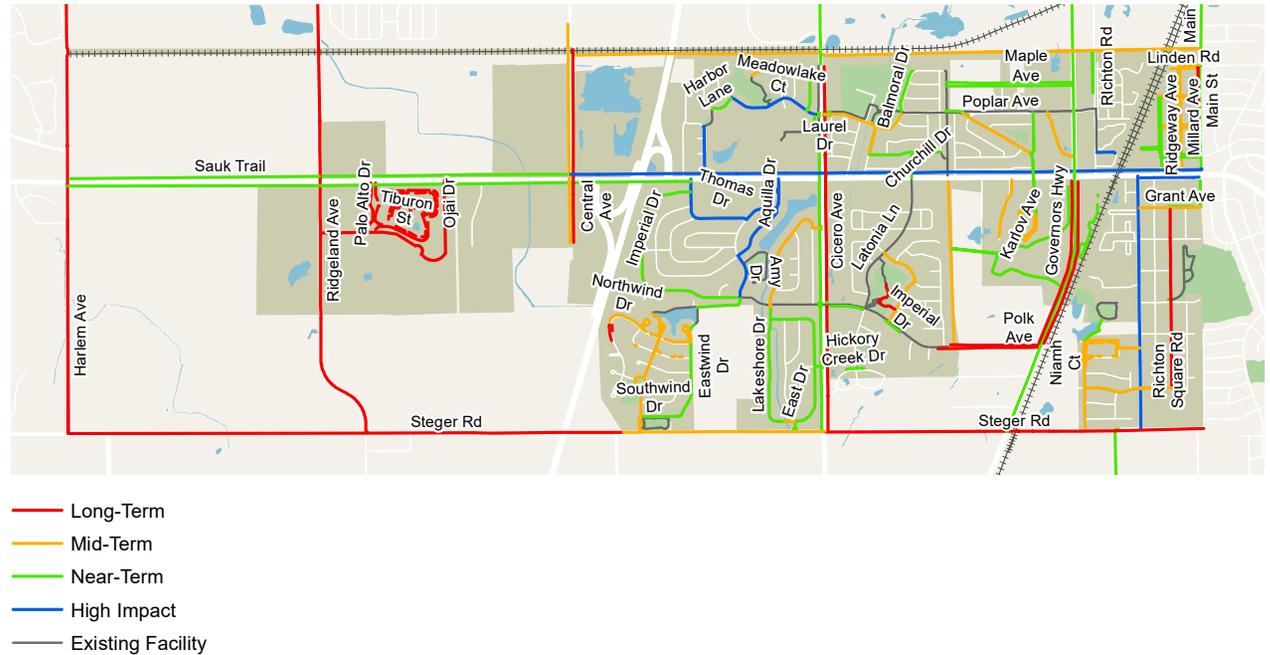


4.2 PROJECT PHASING

The recommended phasing of projects was determined using the scores from the feasibility analyses and adjusting for factors that could impact a project's timeline or success, including the street's jurisdiction, roadway and intersection geometry, previous planning studies, and options for funding the work. The analysis attempts to deprioritize projects that can should be funded by developers, such as sidewalk infill in neighborhoods where future homes will be built and small sidewalk projects that can be bundled with sidepath projects. It prioritizes projects that have the opportunity to connect the entire community, will have a major community impact, are already being advanced by the Village, or are scheduled for an upcoming improvement.

The following map details the results of the analysis. High Impact projects are those that best meet combined prioritization and feasibility criteria. These projects should be pursued by the Village of Richton Park first. Near-Term, Mid-Term, and Long-Term projects should be phased in over time.

Tables detailing project-by-project results are included on the following pages



Recommended Project Phasing for Proposed Projects						
Street Name	From	To	Facility Type	Comment	Corridor/ Neighborhood	Recommended Phasing
Amy Dr	Imperial Dr	Arquilla Dr	Bike Lane		Lakewood Manor	High Impact
Amy Dr	Aquila Dr	Thomas Dr	Bike Lane		Lakewood Manor	High Impact
Aquilla Dr	Amy Dr	Sauk Trail	Bike Lane		Lakewood Manor	High Impact
Arquilla Dr	Amy Dr	Amy Dr	Bike Lane		Lakewood Manor	High Impact
Arquilla Dr	Sauk Trail	Amy Dr	Sidewalk	Sidewalk gap, west side	Lakewood Manor	High Impact
Greenfield Blvd	Steger Rd	Southwind Dr	Bicycle Boulevard		Greenfield	High Impact
Hillside Dr	Path	Sauk Trail	Bicycle Boulevard		Meadow Lake Estates	High Impact
Meadow Lake Ct	Cicero Ave	Harbor Lane	Bicycle Boulevard		Meadow Lake Estates	High Impact
Richton Square Rd	Sauk Trail	Steger Rd	Protected Bike Lane		Richton Square Road	High Impact
Sauk Trail	Harlem	Main St	Sidepath	North side, extended from Ridgeland to Harlem in 2016 ATP	Sauk Trail	High Impact
Sauk Trail	Richton Square Rd	Central Park Ave	Sidewalk	Sidewalk replacement	Sauk Trail	High Impact
Thomas Dr	Amy Dr	Sauk Trail	Bike Lane		Lakewood Manor	High Impact
Tower Dr	Richton Rd	Metra Station	Bicycle Boulevard		Town Center	High Impact
Town Center Path	Governors Highway	Sauk Trail	Path	In conjunction with future development	Town Center	High Impact
Balmoral Dr	Poplar Ave	Churchill Dr	Sidewalk	Gap on west side	Richton Hills	Near-Term

Recommended Project Phasing for Proposed Projects

Street Name	From	To	Facility Type	Comment	Corridor/ Neighborhood	Recommended Phasing
Brook Ave	Meadow Lake Ct	Bay View Dr	Bicycle Boulevard		Meadow Lake Estates	Near-Term
Bruce Dr	Governors Hwy	East Dr	Bicycle Boulevard	New recommendation	Lakewood Manor	Near-Term
Bruce Dr	Cicero Ave	East Dr	Sidewalk	Sidewalk gap, north side. In conjunction with Cicero sidepath.	Lakewood Manor	Near-Term
Bruce Dr	Cicero Ave	East Dr	Sidewalk	Sidewalk gap, south side. In conjunction with Cicero sidepath.	Lakewood Manor	Near-Term
Churchill Dr	Rockingham Rd	Churchill Dr	Bicycle Boulevard		Richton Hills	Near-Term
Cicero Ave	Railroad Tracks	Old Plank Trail	Sidepath		Cicero Ave	Near-Term
Cicero Ave	Lee Ave	Village Limit	Sidepath		Cicero Ave	Near-Term
East Dr	Monterey Dr	Lakeshore Dr	Bicycle Boulevard	New addition	Lakewood Manor	Near-Term
Eastwind Dr	Southwind Dr	Northwind Dr	Bicycle Boulevard		Greenfield	Near-Term
Elm Rd	Central Park Ave	Ridgeway Ave	Sidewalk	New sidewalk, south & north side. Residents voted against sidewalks previously.	Old Richton Park	Near-Term
Governors Hwy	Steger Rd	Old Plank Trail	Sidepath		Governors Highway	Near-Term
Grant Ave	Central Park Ave	Lawndale Ave	Sidewalk	Sidewalk gap	Falcon Crest	Near-Term
Greenfield to Imperial Connector	Eastwind Dr	Imperial Dr	Path	Re-routed from comp plan to reflect open space	Lakewood Manor	Near-Term
Harbor Lane	Meadow Lark Ct	Path	Bicycle Boulevard		Meadow Lake Estates	Near-Term

Recommended Project Phasing for Proposed Projects						
Street Name	From	To	Facility Type	Comment	Corridor/ Neighborhood	Recommended Phasing
Imperial Dr	Thomas	Amy	Bike Lane		Lakewood Manor	Near-Term
Imperial Dr	Jamie Ct	Parkview Dr	Sidewalk	Sidewalk gap infill	Farm Terrace	Near-Term
Imperial Dr	Cicero Ave	Latonia Ln	Sidewalk	Sidewalk gap, northeast & southeast corner. In conjunction with Cicero sidepath.	Cicero Ave	Near-Term
Imperial Dr	Cicero Ave	Lakeshore Dr	Sidewalk	Sidewalk gap on northwest & southwest corner. In conjunction with Cicero sidepath.	Cicero Ave	Near-Term
Karlov Ave	Clark Dr	Poplar Ave	Bicycle Boulevard	New recommendation	Town Center	Near-Term
Lakeshore Dr	East Dr	Imperial Dr	Bicycle Boulevard	New recommendation	Lakewood Manor	Near-Term
Lakeshore Dr	Lakeshore Dr	East Dr	Bicycle Boulevard	New recommendation	Lakewood Manor	Near-Term
Lakeshore Dr	Cicero Ave	Pleasant Dr	Sidewalk	Sidewalk gap on northwest & southwest corner. In conjunction with Cicero sidepath.	Cicero Ave	Near-Term
Lakeshore Dr	Steger Rd	East Dr	Sidewalk	Sidewalk gap, east & west side. In conjunction with Steger Road sidepath.	Lakewood Manor	Near-Term
Latonia Ln	Hickory Creek Dr	Latonia Lane	Sidewalk	Sidewalk gap infill	Farm Terrace	Near-Term
Laurel Dr	Cicero Ave	Hawthorne Way	Sidewalk	Sidewalk gap, northeast corner. In conjunction with Cicero sidepath.	Cicero Ave	Near-Term
Lee to Lawndale Connector	Lawndale Ave	Ridgeway Ave	Path	Gap	Falcon Crest	Near-Term
Main St	Sauk Trail	Village Limit	Bike Lane		Old Richton Park	Near-Term
Main St	Village Limit	Railroad Tracks	Bicycle Boulevard	Extended past recommendation in comp plan	Old Richton Park	Near-Term

Recommended Project Phasing for Proposed Projects						
Street Name	From	To	Facility Type	Comment	Corridor/ Neighborhood	Recommended Phasing
Main Street	Sauk Trail	Grant Avenue	Sidewalk		Richton Hills	Near-Term
Maple Ave	Path	Governors Hwy	Sidewalk	New sidewalk, north side	Richton Hills	Near-Term
Meadow Lake Ct	Cicero Ave	Meadow Lake Pl	Sidewalk	Sidewalk gap on northwest & southwest corner. In conjunction with Cicero sidepath.	Cicero Ave	Near-Term
Meadow Lake Place	Meadow Lake Ct	Path	Bicycle Boulevard		Meadow Lake Estates	Near-Term
Monterey Dr	East Dr	Lakeshore Dr	Bicycle Boulevard	New recommendation	Lakewood Manor	Near-Term
Poplar Ave	Churchill Ave	Clark Ave	Sidewalk	Sidewalk gap infill	Richton Hills	Near-Term
Poplar Ave	Cicero Ave	Hawthorne Way	Sidewalk	Sidewalk gap, southeast corner. In conjunction with Cicero sidepath.	Cicero Ave	Near-Term
Richton Rd	Poplar Ave	219th St	Sidewalk	New sidewalk	Town Center	Near-Term
Richton Square Rd	Steger Rd	Governors State University	Sidepath		Richton Square Road	Near-Term
Ridgeway Ave	Sauk Trail	Linden Rd	Sidewalk	New sidewalk, east & west side. Residents voted against sidewalks previously.	Old Richton Park	Near-Term
Sauk Trail	Thomas Dr	Harlem Ave	Sidewalk	New sidewalk, south side. In conjunction with future development.	Sauk Trail	Near-Term
Southwind Dr	Eastwind Dr	Greenfield Blvd	Bicycle Boulevard		Greenfield	Near-Term
Thomas Ct	Ridgeway Ave	Dead end	Sidewalk	New sidewalk, north & south side. Residents voted against sidewalks previously.	Old Richton Park	Near-Term

Recommended Project Phasing for Proposed Projects						
Street Name	From	To	Facility Type	Comment	Corridor/Neighborhood	Recommended Phasing
Town Center Path	Governors Highway	Sauk Trail/ Imperial Drive Connector	Path	In conjunction with future development	Town Center	Near-Term
Town Center Path	Governors Highway	Sauk Trail	Path	In conjunction with future development	Town Center	Near-Term
Bay View Dr	Brook Ave	Path	Bicycle Boulevard		Meadow Lake Estates	Mid-Term
Bentgrass Ave	Northwind Dr cul de sac		Sidewalk	New sidewalk, cul de sac. In conjunction with future development.	Greenfield	Mid-Term
Bentgrass Ave	Eastwind Dr	Greenfield Blvd	Sidewalk	Sidewalk gap infill. In conjunction with future development.	Greenfield	Mid-Term
Bentgrass Ave	Northwind Dr	Greenfield Blvd	Sidewalk	Sidewalk gap infill. In conjunction with future development.	Greenfield	Mid-Term
Birchwood Rd	Central Park Ave	Ridgeway Ave	Sidewalk	New sidewalk, north & south side. Residents voted against sidewalks previously.	Old Richton Park	Mid-Term
Butterfield Rd	Sauk Trail	Future Road	Sidewalk	New sidewalk, east side. In conjunction with future development.	Town Center	Mid-Term
Castle Connor Ln	Patricia Ln	Niamh Ct	Sidewalk	New sidewalk. In conjunction with future development.	Falcon Crest	Mid-Term
Cedar Rd	Central Park Ave	Ridgeway Ave	Sidewalk	New sidewalk, north & south side. Residents voted against sidewalks previously.	Old Richton Park	Mid-Term
Central Ave	Old Plank Trail	Sauk Trail	Sidepath	Changed from on-street to off-street facility	Central Ave	Mid-Term
Clark Dr	Poplar Ave	Karlov Ave	Bicycle Boulevard		Town Center	Mid-Term

Recommended Project Phasing for Proposed Projects						
Street Name	From	To	Facility Type	Comment	Corridor/ Neighborhood	Recommended Phasing
ComEd ROW	Central Ave	Main St	Path		Meadow Lake Estates, Richton Hills, Town Center, Old Richton Park	Mid-Term
Dewey Drive	Lawndale Ave	Farm Trace Dr	Bicycle Boulevard		Falcon Crest	Mid-Term
Eastwind Dr	Northwind Dr cul de sac		Sidewalk	New sidewalk, cul de sac. In conjunction with future development.	Greenfield	Mid-Term
Farm Trace Dr	Niamh Ct	Marilyn Dr/Future Steger Rd	Bicycle Boulevard		Falcon Crest	Mid-Term
Farmington Ave	Parkview Dr	Latonia Ln	Bicycle Boulevard		Farm Terrace	Mid-Term
Grant Ave	Richton Square Rd	Central Ave	Bicycle Boulevard		Falcon Crest	Mid-Term
Greenfield Blvd	Path	Steger Rd	Bicycle Boulevard		Greenfield	Mid-Term
Greenfield Blvd	Northwind Dr cul de sac		Sidewalk	New sidewalk, cul de sac. In conjunction with future development.	Greenfield	Mid-Term
Greenfield Blvd	Northwind Dr	Bentgrass Ave	Sidewalk	Sidewalk gap infill. In conjunction with future development.	Greenfield	Mid-Term
Greenfield Blvd	Steger Rd	Southwind Dr	Sidewalk	Sidewalk gap infill. In conjunction with future development.	Greenfield	Mid-Term
Greenfield Path Connector	Greenfield Path	Northwind Dr	Path		Greenfield	Mid-Term
Karlov Ave	Westminster	Future Road	Sidewalk	New sidewalk, east & west side. In conjunction with future development.	Town Center	Mid-Term
Lakeshore Dr	East Dr	Cicero Ave	Bicycle Boulevard	New recommendation	Lakewood Manor	Mid-Term

Recommended Project Phasing for Proposed Projects						
Street Name	From	To	Facility Type	Comment	Corridor/Neighborhood	Recommended Phasing
Lawndale Avenue	Grant Ave	Dewey Ave	Bicycle Boulevard		Falcon Crest	Mid-Term
Linden Rd	Central Park Rd	Millard Ave	Sidewalk	New sidewalk, north & south side. Residents voted against sidewalks previously.	Old Richton Park	Mid-Term
Millard Ave	Linden Rd	Sauk Trail	Sidewalk	New sidewalk, east side. Residents voted against sidewalks previously.	Old Richton Park	Mid-Term
Niamh Ct	Patricia Ln	Farm Trace Dr	Bicycle Boulevard	New sidewalk, north & south side. In conjunction with future development.	Falcon Crest	Mid-Term
Niamh Ct	Castle Connor Ln	Janis Dr	Sidewalk	New sidewalk, west side. In conjunction with future development.	Falcon Crest	Mid-Term
Northwind Dr	Eastwind Dr	Westwind Dr	Sidewalk	New sidewalk, north side. In conjunction with future development.	Greenfield	Mid-Term
Parkview Dr	Imperial Dr	Farmington Ave	Bicycle Boulevard		Farm Terrace	Mid-Term
Patricia Lane Jones Park Connector	Patricia Lane	Jones Park	Path		Richton Hills	Mid-Term
Patricia Ln	Richton Square Rd	Niamh Ct	Bicycle Boulevard		Town Center	Mid-Term
Patricia Ln	Niamh Ct	Castle Connor Ln	Sidewalk	New sidewalk, east & west side. In conjunction with future development.	Falcon Crest	Mid-Term
Polk St	Imperial Dr	Governors Hwy	Bike Lane	Comp plan recommended off-street facility, change to bike blvd.	Polk extension	Mid-Term
Poplar Ave	Cicero Ave	Balmoral Dr	Bicycle Boulevard		Richton Hills	Mid-Term
Rockingham Rd	Churchill Dr	Churchill Dr	Bicycle Boulevard		Richton Hills	Mid-Term

Recommended Project Phasing for Proposed Projects						
Street Name	From	To	Facility Type	Comment	Corridor/ Neighborhood	Recommended Phasing
Sauk Trail/Polk Ave Connector	Sauk Trail	Polk Ave	Path		Lincoln Crossing/Farm Terrace	Mid-Term
Town Center Path	Poplar Ave	Governors Highway	Path	In conjunction with future development	Town Center	Mid-Term
Westminster Dr	Karlov Ave	Karlov Ave	Sidewalk	New sidewalk, east & west side. In conjunction with future development.	Town Center	Mid-Term
Central Park Ave	Birchwood Rd	Linden Rd	Sidewalk	New sidewalk, west side. Residents voted against sidewalks previously.	Old Richton Park	Long-Term
Cicero Ave	Steger Rd	Railroad Tracks	Sidewalk	New sidewalk	Cicero Ave	Long-Term
Governors Hwy	Sauk Trail	Polk Ave	Sidepath		Governors Highway	Long-Term
Governors Hwy	Sauk Trail	Polk Ave	Sidewalk		Governors Highway	Long-Term
Harlem Ave	Old Plank Trail	Steger Rd	Sidepath		Harlem Ave	Long-Term
Las Fuentes Path	Sauk Trail	Ridgeland Ave	Path	In conjunction with future development	Las Fuentes	Long-Term
Ojai Dr	Oxnard St	Tiburon St	Sidewalk	New sidewalk, north & South side. In conjunction with future development.	Las Fuentes	Long-Term
Oxnard St	Tiburon St	Ojai Dr	Sidewalk	New sidewalk, east, north, west and south side. In conjunction with future development.	Las Fuentes	Long-Term
Palo Alto Dr	Governors Hwy	Tiburon St	Sidewalk	New sidewalk, east & west side. In conjunction with future development.	Las Fuentes	Long-Term
Pierce Park Connector	Imperial Drive	Pierce Park	Path		Farm Terrace	Long-Term

Recommended Project Phasing for Proposed Projects						
Street Name	From	To	Facility Type	Comment	Corridor/ Neighborhood	Recommended Phasing
Polk Ave	Governors Highway	Imperial Dr	Sidewalk	New sidewalk, north & south side. In conjunction with future development.	Polk extension	Long-Term
Redondo Dr	Ojai Dr	Tiburon St	Sidewalk	New sidewalk, east side. In conjunction with future development.	Las Fuentes	Long-Term
Ridgeland Ave	Steger Road	Village Limit	Sidepath		Ridgeland Ave	Long-Term
Steger Rd	Harlem Ave	Cicero Ave	Sidepath	Changed to off-street, 2017 ATP	Steger Rd	Long-Term
Steger Rd	Cicero Ave	Richton Sq Rd	Sidepath	New road proposed in comp plan, develop in conjunction with road extension.	Steger Rd	Long-Term
Tiburon St	Palo Alto Dr	Oxnard St	Sidewalk	New sidewalk, north & south side. In conjunction with future development.	Las Fuentes	Long-Term
Westwind Dr	Northwind Dr	Crosswind Dr	Sidewalk	New sidewalk, east & west side. In conjunction with future development.	Greenfield	Long-Term

4.3 PROJECT FUNDING RESOURCES

There are multiple funding sources for transportation programs in Cook County that are applicable to Richton Park. Most programs are both highly competitive and require a local match, but provide grant funding opportunities for active transportation projects. Many federal transportation funding can be used for pedestrian and bicycle 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 several previously 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 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.

Many of the other recommendations in the plan are within two miles of primary school. Richton 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 Richton Park, such as most of the intersections along Sauk Trail.

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 sub-programs 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.

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 (CMAQ) 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) (previously Transportation Alternatives Program, TAP)

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.

Programmed by the Subregional Councils of Mayors (COMs)

Surface Transportation Block Grant Program (STBG), formerly Surface Transportation Program (STP), no structural changes from MAP-21

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 directly apply through the COMs. This program will fund more granular surface transportation pedestrian projects. 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/council-of-mayors/surface-transportation-program>

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

Program Administered by Cook County

Invest in Cook

Administered by the Cook County Department of Transportation Highways, this transportation-focused grant program funds transportation-related initiatives that support Cook County's long-range transportation plan goals. Eligible projects include Phase I engineering, construction, programming, and plans. The grant program requires no local match.

Strong projects might include the Sauk Trail, Cicero Avenue, and improvements around the Metra Station and Town Center.

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 uses CDBG to fund the homeowner match in a 50/50 sidewalk repair program for income eligible households.

This program has specific income requirements that Richton 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 point 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 Richton Park. The prioritization analysis from the previous section could be supporting documentation for the grant application.

The chart on the following page summarizes the programs relevant to Richton Park described above.

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

Application Process	Surface Transportation Block Grant Program (STBG)	Community Development Block Grants (CDBG)	Congestion Mitigation and Air Quality (CMAQ)	STBG Program Set-Aside (formerly TAP)	Invest in Cook
Program Purpose	To fund state and local road and transportation projects.	To fund community development projects in low- and moderate income communities.	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	To support non-motorized modes of transportation.	To support projects that contribute to the goals of the Cook County Long-Range Transportation Plan.
Program Administrator	Cook County Councils of Mayors	Cook County Bureau of Economic Development	CMAQ	CMAQ	Cook County Department of Transportation & Highways
Eligible Projects	Bike/ped facilities. Road projects that include sidewalks receive additional points.	Accessibility projects, sidewalk improvements, street improvements, and other neighborhood facilities.	Bike/ped facilities, safety education programs and encouragement incentives, active transportation plans, bike/ped maps, bike/ped coordinator position.	Bicycle and pedestrian facilities, streetscaping,	Programs, Plans, Phase I Engineering, Construction
Key Project Requirements	1) Must reduce single occupancy vehicle trips and positively impact air quality. 2) Must be applied toward projects on collectors or arterials.	Must be in predominantly residential neighborhoods with populations identified as low- or moderate-income per application criteria.	1) Must be spent in non-attainment and maintenance areas. 2) Will be evaluated on air quality emissions.	1) Phase I engineering must be nearly complete. 2) Project must be included in a local, sub-regional or regional plan that was formally adopted.	Must relate to a goal spelled out in the county's long-range transportation plan.
Application Process	Varies depending upon sub-regional council of government	Varies, depending on funding availability.	Generally, an annual call for proposals.	Generally, an annual call for proposals in tandem with CMAQ announcement.	TBD
Local Match Required	Typically 20-30% for bike/ped projects	No match required	Typically 20%	20%	No match required
Eligible Applicants	Local governments in Cook County	Local governments	Local or state governmental agencies	Local governments	Local governments, agencies, organizations

4.4 OVERSIGHT

It is 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 Richton Park residents and staff who participated in public engagement events hosted by the steering committee. These visions and goals are expressed throughout the recommendations of this plan. Richton 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 Richton 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.

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. This person could also be charged with seeking funding for implementation of the plan and creating partnerships with like-minded 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 out to for active transportation related questions.

APPENDIX

Appendix A: Steering Committee Priorities

Steering committee members were asked to rank their priorities for this plan. The below worksheet summarizes their feedback.

		Already In Place	High	High-Med	Med	Med-Low	Low
Bike Network	Priorities						
	<i>Connecting the Bike Network to:</i>						
	Public Transit	2	5	1	1		
	Employment Centers		4	3	1	1	
	Shopping and Commercial Areas	2	6	3			
	Schools	2	4	2	2		
	Parks and Open Spaces	3	4	2			
Local and Regional Trails		7	2				
Pedestrian Network	Priorities						
	<i>Connecting the Pedestrian Network to:</i>						
	Public Transit	6	5				
	Employment Centers		5	2	1	1	
	Shopping and Commercial Areas	4	5	3	1		
	Schools	6	4	1			
	Parks and Open Spaces	6	4	1			
Local and Regional Trails		7	1	1			
Walking Improvements	Priorities						
	<i>Walking Improvements</i>						
	Sidewalk quality and connectivity	3	7	1			
	Safety at crossings and intersections	1	6	1	2		
	Mid-block crossings		3	1	4	1	
	Crosswalk visibility		7	1	1		
	Lighting, trees, benches	1	6	3			

Facilities and Amenities	Biking Improvements							
	Already In Place	High	High-Med	Med	Med-Low	Low		
	Off-street trails and paths	2	5	4				
	On-street bike lanes	3	4	2	2			
	On-street separated bike lanes		4	1	2	2		
Wayfinding signage		5	4					
Bicycle parking	2	5	1	2				
Policies and Programs	Transit improvements							
	Already In Place	High	High-Med	Med	Med-Low	Low		
	Bus shelters		6	1	1	1		
	Accessibility to bus stops	2	6	1	1			
	Accessibility to train stops	5	6	1				
Number and location of bus stops	2	4	2	3				
Policies and Programs	Policy Areas							
	Already In Place	High	High-Med	Med	Med-Low	Low		
	Policies on designing roads for all users and modes of transportation	3	6		1			
	Policies requiring developers to build bicycle and pedestrian friendly sites	2	6	1				
	Regulations on clearing bikeways and walkways from debris and snow	1	4	1	1	1		
Other?								
Policies and Programs	Education							
	Already In Place	High	High-Med	Med	Med-Low	Low		
	Community Campaign on Sharing the Road		6	3				
	Youth Safety Education	2	6	3				
	Adult Bike Education	1	3	4	2			
Other?								
Policies and Programs	Encouragement							
	Already In Place	High	High-Med	Med	Med-Low	Low		
	Bike Trip Tracking		2	2	4		1	
Walking and Biking Events	1	3	4	1		1		

Local Business Incentives for Pedestrians and Cyclists		1	5	2		1
Community Bike Map		5	2	1		1
Walk and Bike to School Day Events		5	2	1		1
Social Media Campaign	2	5	2	1		1
Other?		2				

<i>Enforcement</i>	Already In Place	High	High-Med	Med	Med-Low	Low
Training for police on enforcing bike and pedestrian safety issues	2	4	2		1	
Crosswalk Enforcement Events		2	3	2	1	1
School Zones Speeding Campaign	1	6	2	1		
Other?						

Appendix B: Design Guidance

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

Bicycle Parking Design Guidelines

Association of Pedestrian and Bicycling Professionals

<http://www.apbp.org/?page=Publications>

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%2017%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

<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 C: Policy Resources

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.

“Complete Streets Policy Elements.”

<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.”

<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>

Appendix D: Programming Resources

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.

Association of Pedestrian & Bicycle Professionals

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.

