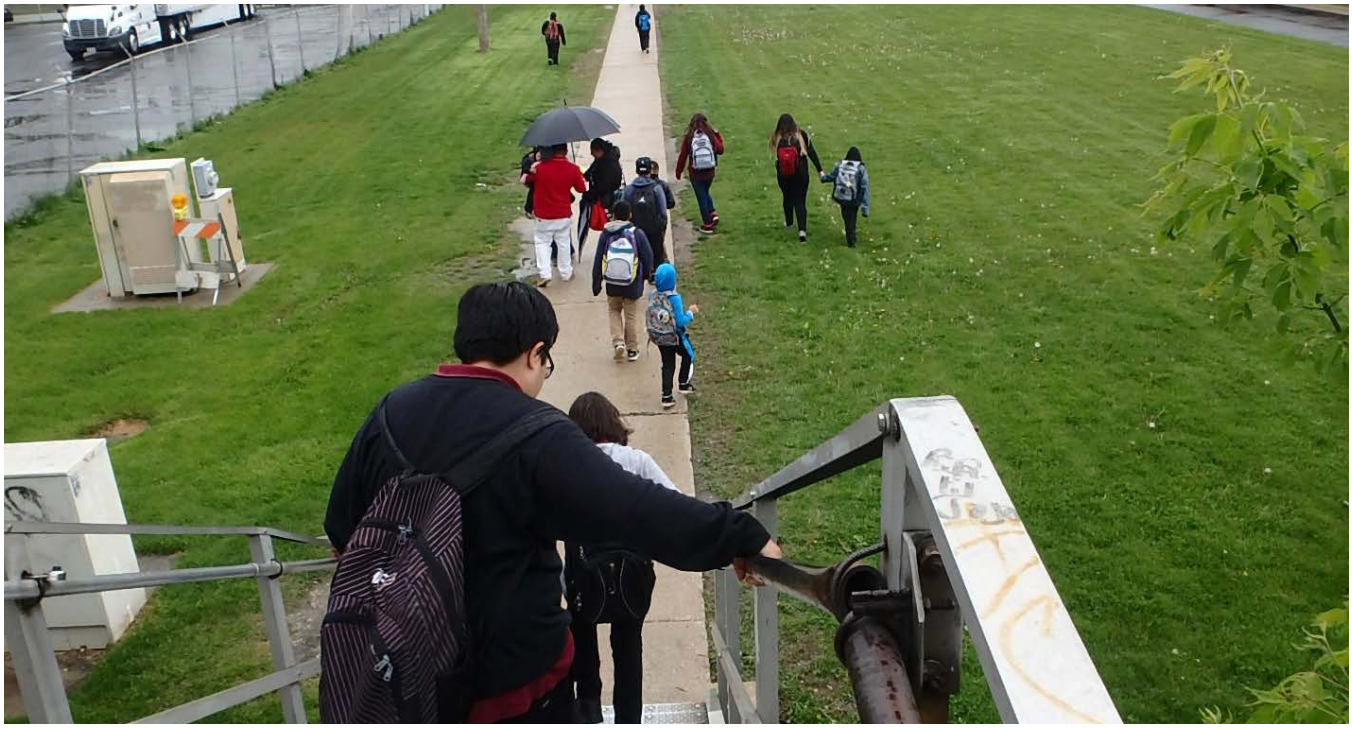
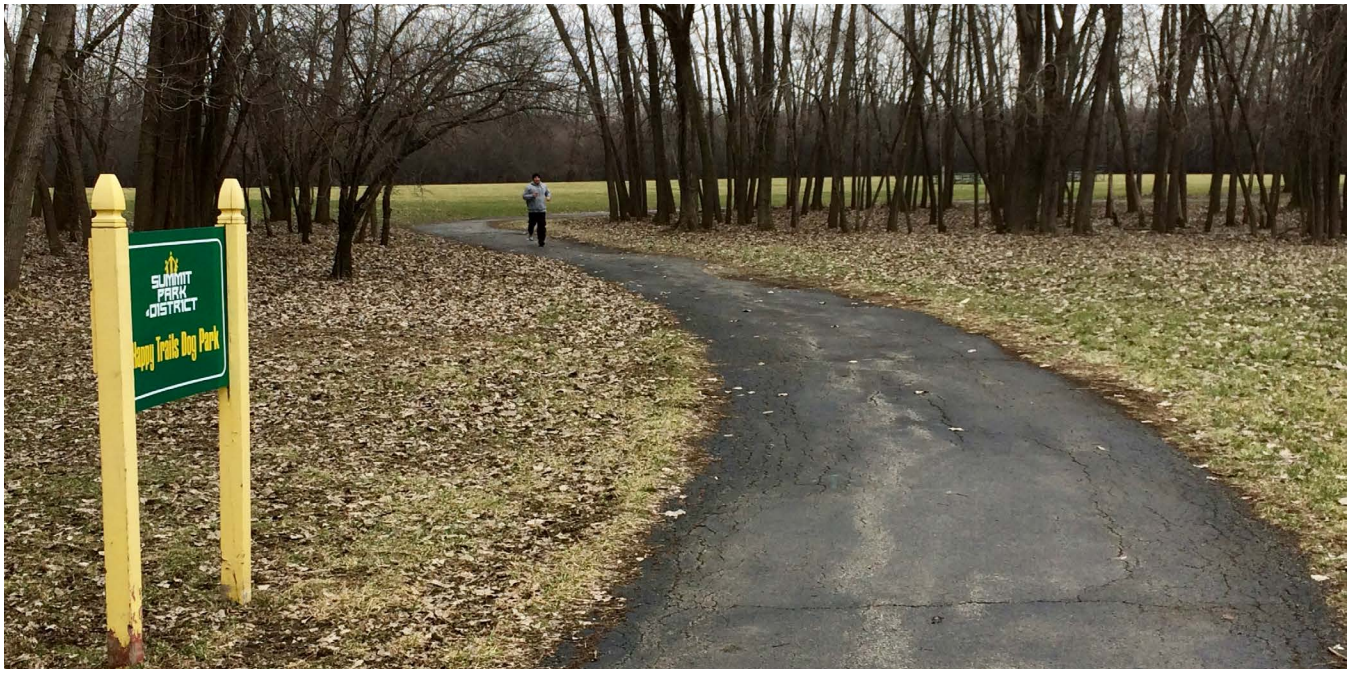
SUMMIT
Active Transportation Plan





June 2017

ACTIVE
TRANSPORTATION
ALLIANCE

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

Toby Whalen, School District 104

Bob Yonker, Resident

Sergio Rodriguez, Mayor of Summit

Maya Ortiz, Trustee, Village of Summit

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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 the trips are made by bicycling and transit. We promote walking, bicycling, and public transit to create health, sustainable and equitable communities.

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

Our project team includes:

Jacque Henrikson

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About the Healthy Hotspot Initiative

This project was supported by the Healthy HotSpot Initiative

Healthy HotSpot

Connect to places for healthy living.

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**.

SUMMIT

Active Transportation Plan

1

INTRODUCTION

Why create an Active Transportation Plan for Summit?

1.1 SUMMIT'S VISION

The Village of Summit has a rich history, shaped by its geography and the transportation industry. The Village was incorporated in 1890, but was settled long before that by traders capitalizing on its proximity to the I&M Canal. Later, Summit became an important regional rail hub transferring goods from the Chicago Stockyards and local manufacturers across the country. In the early 20th century, Corn Products Refining Company built its plant in Summit, which spurred rapid local growth. At that time, lots were platted and roads were designed to enable community members to walk to work. Today, Summit remains a highly walkable community, but has goals to make walking and cycling safer and more convenient for everyone.

To that end, in 2016, the Village of Summit received a technical assistance grant from Active Transportation Alliance via the Healthy HotSpot Initiative to develop an Active Transportation Plan and a Complete Streets policy. The Complete Streets policy outlines a process for Summit to consider all modes of transportation when maintaining, constructing, and reconstructing its roads. The Active Transportation Plan recommends near-term and long-term pedestrian and bicycle focused projects for Summit to pursue as it repairs and maintains its local roads and partners with agencies on improving regional routes. In addition to infrastructure improvements, this plan suggests policies and programs that the Village can pursue to encourage more walking and bicycling trips.

Each recommended project will get Summit one step closer to the vision it developed for this plan:

Through the advancement of this plan, the Village of Summit will create safe, accessible, hospitable, and welcoming streets that connect people to local businesses, schools, and parks, resulting in a healthier population, cleaner air, and better access to opportunities inside and outside of Summit.

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.

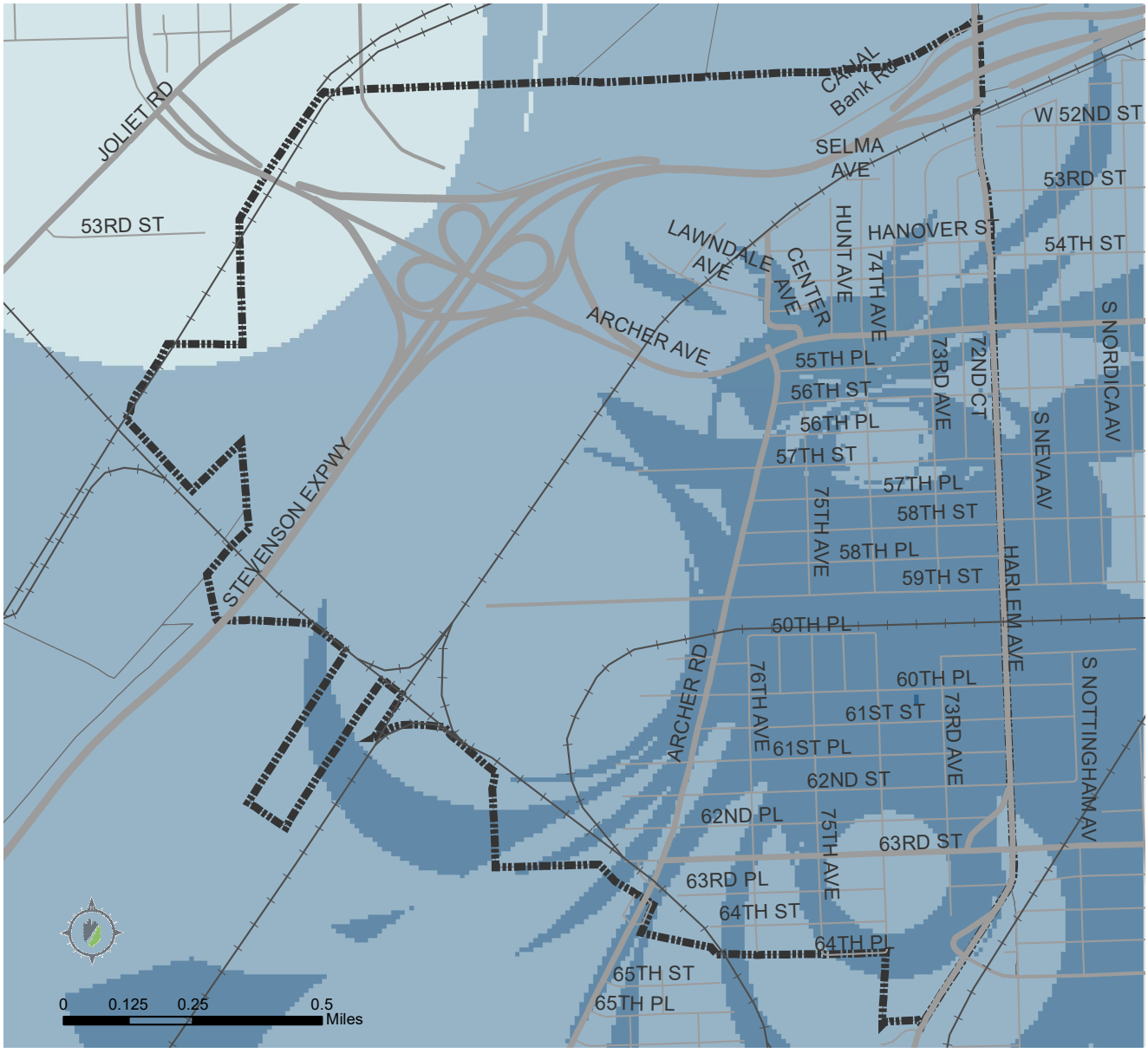
- Safety: Active transportation facilities have safety benefits for all roadway users. Many of the built environment changes that support walking and biking have positive safety benefits for all roadway users by creating a safe place for pedestrians and cyclists, and by encouraging more cautious driver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

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

- 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.

Equity Hot Spots



To determine areas to prioritize for transportation improvements, this plan included an equity analysis. Low car-ownership, high walking, biking, and transit mode share, high population density, and low-income households were included in the analysis. Areas on the map that are darker rated higher on the equity index.

1.3 STEERING COMMITTEE PRIORITIES

At the start of the plan, the Village assembled a steering committee made up of Village staff, elected officials, and members of the community. During this meeting, the steering committee evaluated priority destinations, infrastructure improvements, policies, programs, and developed the plan vision. Key themes that emerged during the meeting included:

- Upgrade the pedestrian bridge on 74th Avenue: The metal pedestrian bridge is used by hundreds of students each day. However, it does not meet accessibility standards and is slippery on wet and icy days.
- Improve sidewalk on Archer Avenue bridge: The narrow sidewalks on the existing bridge are not accessible to people in wheelchairs and could be improved to provide better access.
- Enhance the crossing at 74th Avenue and Archer Avenue: Students walking from Deep Summit to school cross at this intersection with the aid of a crossing guard, but additional infrastructure improvements could be considered to enhance pedestrian safety at this unsignalized crossing.
- Connect Summit to the regional trail system: Multiple communities along the I&M canal are partnering to identify ways to extend the trail south to Willow Springs, and the City of Chicago is studying ways to extend the Chicago River Trail south to the Summit border. Extending the trail through Summit would enable residents to bike to far reaching destinations like Starved Rock.
- Expand the local trail system: The Summit Exercise Path is heavily used by residents, but its remote location and lack of lighting is less desirable for people who exercise in the evening. Additionally, all local parks could benefit from the development of a connected pedestrian and bicycle route.
- Additional priorities: Speeding around school zones, walking and bicycling events, youth and adult bike safety education were also deemed important by the steering committee.

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

Archer Road Overpass at 59th Street

Summit Park Exercise Path

1.4 EXISTING CONDITIONS OVERVIEW

The project team reviewed existing datasets, previous Village plans and policies, regional plans, and conducted field checks to better understand existing and future conditions in Summit. These key findings from the analysis shaped the recommendations included in this plan:

- Demographics: Summit is a densely populated and diverse community. More than a third of the community's population is foreign-born and more than half are Hispanic or Latino. Priority populations in Summit include youth, walk/bike/transit commuters, and higher density households.

- Crash hotspots: The project team analyzed fatal and serious injuries of pedestrian, bicycle, and vehicle crashes from 2011 to 2015. A high density of crashes occurred at the intersections of Archer Avenue and Harlem Avenue, 63rd Street and Archer Road, Archer Road and Archer Avenue, and the Stevenson interchange. Bicycle- and pedestrian-only crashes were clustered in similar areas, but additional crashes occurred along 63rd Street, 59th Street, and 61st Place, including three fatal crashes –at 61st Place and Harlem, 67th Street and Harlem, and Archer Avenue and Center Street. Many of the pedestrian and bicycle crashes occurring during this period were due to drivers failing to yield the right of way to pedestrians, including the fatal crash on Archer Avenue.

- Recent capital improvement projects: Summit recently completed a streetscaping project on 63rd Street from Harlem Avenue to 74th Avenue, which included bump-outs, center medians, and improved crosswalks. IDOT has plans to improve the intersection of Harlem Avenue and 63rd Street, which is being funded by the CREATE program. The Village has also been modernizing intersections on local streets to meet ADA requirements. IDOT is currently making improvements to the Route 171/Stevenson Expressway bridge and interchange.

- Upcoming capital improvement projects: The Village received a CDBG grant to install crossing flashers on Archer Avenue and 55th Street. Finally, the Village will regrade all alleys community-wide.

- Future studies: The Village is partnering with Willow Springs, Justice, and Bedford Park to secure funding for a feasibility study for the I&M Canal Trail extension.

- Regional planning studies: CMAP's 2016 Regional Greenways and Trails Plan identifies three routes through Summit: a bike route on 59th Street, a multi-use path on Archer Road, and a path along the I&M Canal Trail that connects to the Summit Park Exercise Path. Chicago's Streets for Cycling 2020 plan includes a recommended neighborhood bike route on 58th Street, which is an eastbound one-way street through Summit.

- Community Groups: Summit has several local groups that could be supporters in implementing this plan. The Neighborhood Watch group meets monthly to discuss crime and other police related issues. The Park District hosts a monthly Senior Luncheon with hundreds of attendees, and the school community is active and interested in promoting walking and bicycling to school.

Crash Hot Spots

The map above shows all vehicle, bicycle, and pedestrian crash hotspots in Summit from 2007 - 2014. Only crashes resulting in injuries and fatalities were included in the analysis.

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.

1.5 COMMUNITY ENGAGEMENT

To get the community involved in the plan, the project team disseminated an online survey, tabled at the Senior Luncheon in February, tabled at the Fitness Expo, and presented at the January Neighborhood Watch meeting. In total, more than 250 people gave input into the plan.

In all cases, we asked people 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. Most people were concerned about walking along arterial roadways, including Archer Avenue, Archer Road, 63rd Street, and Harlem Avenue. Many noted difficult crossings at 63rd and Archer, Archer and Harlem, 63rd and 74th, and Archer and 74th. Unsurprisingly, many also discussed the difficult conditions when crossing the metal pedestrian bridge and several participants at the Senior Luncheon discussed the confusing intersection at 57th Street and Archer Road.

Parents discuss ways to improve walking and biking in Summit during the Fitness Expo at Heritage Middle School and Graves Elementary School.

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. More than 120 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

TOOLBOX AND NETWORK

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

2.1 OVERVIEW

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

The Toolbox and Network Recommendations chapter includes three sections:

- Active Transportation Toolbox: Offers recommendations and design features for infrastructure improvements included in this plan.
- Active Transportation Network: Summarizes all streets and intersections that could be enhanced through additional bicycle facilities, sidewalk projects, trails, and intersection improvements.
- Corridors and Places: Proposes 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. Roadway characteristics and recommended improvements follow each description.

2.2 TOOLBOX

No two road are alike, and each requires assessment of existing and planned conditions to determine context appropriate bicycle and pedestrian improvements. For example, active transportation projects constructed on roads with four lanes and high traffic will require more protection for pedestrians and cyclists traveling along them than low speed neighborhood streets. Likewise, intersections on high speed, high volume streets will require more enhancements to reduce vehicle speed and increase visibility of non-motorized users of the road. Summit's roadway network consists primarily of low-traffic, local streets, but many are used by drivers attempting to avoid traffic signals on Harlem Avenue, Archer Road, Archer Avenue, and 63rd Street. Summit's arterials are constrained by available right-of-way, but are too congested for most cyclists to feel comfortable riding on them, and they lack adequate space for pedestrians in many areas.

The tools presented in this section are tailored to Summit's unique roadway conditions. The toolbox is organized in the following way:

- Pedestrian Tools
- Bicycle Tools
- Signals & Beacons
- Intersection Tools
- Amenities

Pedestrian Tools

Sidewalks

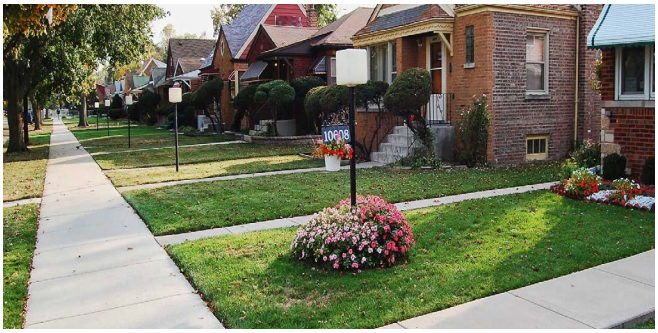
Include sidewalks on all streets and corridors. Sidewalks should be at least 5' wide, but 8-10' is preferred in areas with high pedestrian foot traffic. Ideally, sidewalks will include buffer areas to provide additional protection from vehicle lanes, such as parking lanes or furniture zones. Sidewalks should continue across commercial driveways to better define the pedestrian space.

Recommended for:

- 59th Street: Archer Road to Pielet Drive, Harlem Avenue to Archer Road
- Hanover Street: Center Avenue to Hunt Avenue
- 72nd Court: Archer Avenue to Douglas Avenue
- Archer Road: Archer Avenue to 56th Place, 57th Pl to 58th Street, 58th Street to 58th Place
- 64th Street: 76th Avenue to future I&M Canal Trail
- 60th Street: Harlem Avenue to 73rd Avenue
- 61st Street: 75th Avenue to 74th Avenue
- 59th Place: 76th Avenue to 74th Avenue
- Heritage Middle School along the bus access road to 73rd Avenue
- Lawndale Avenue: Center Avenue to Future I&M Canal Trail
- Harlem Avenue: 60th Place to 62nd Street (gaps on driveways)
- 62nd Place: Harlem Avenue Extender to 73rd Avenue
- 75th Avenue: 63rd Street to 63rd Place

Commercial area sidewalk

Sidewalk extending across commercial driveway



Residential sidewalk

Pedestrian Tools, continued

Curb Ramps, Tactile Pads & Crosswalks

Equip all intersections with bi-directional curb ramps and detectable warning pads and crosswalks. Ladder style crosswalks should be used at signalized crossings, mid-block crossings, and school and park crossings. Decorative crosswalks may be used in place of ladder style crosswalks in business districts. Standard crosswalks can be used at all other intersections.

Recommended for all intersections in Summit.

Standard crosswalk with curb ramp and detectable warning pad

Ladder style crosswalk with curb ramp and detectable warning pad

Decorative crosswalk with curb ramp and detectable warning pad

Pedestrian Bridges

Bridges should include pedestrian accommodations and be accessible to people with disabilities. The narrow sidewalk on Archer Road can be widened by installing a clip-on bridge, whereas the pedestrian bridge between 59th Street and 59th Place will need to be reconstructed, but may be improved through temporary treatments.

Recommended for:

- Archer Road
- 59th Street/Place footbridge

Clip-on bridge on Cal Sag Trail. Credit: Steve Conro

Summit's existing pedestrian bridge

Bicycle Tools

Trails and Paths

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

Recommended for:

- I&M Canal Trail
- Summit Park Fitness Path south connector
- 57th Street Path
- 59th Street Path

I&M Canal Trail near Lemont

Connector path in Des Plaines

Bike Priority Corridor

Bike priority corridors in this plan are streets that have bike traffic, limited right-of-way, and high vehicle traffic volumes. These streets will need to be studied further to make a determination on the appropriate treatment for cyclists. Bicycle separation from vehicle traffic will be necessary to fully accommodate cyclists, but more difficult to accomplish due to space constraints. Possible recommendations may include raised bike lanes or multi-use paths. Raised bike lanes are vertically separated from streets and run alongside sidewalks. They can be demarcated with benches or planters to provide separation between streets or sidewalks, painted, or paved with a different surface to distinguish between the bicycle and pedestrian zones. Multi-use paths are similar to trails, but run parallel to streets. Additional considerations need to be made to ensure that pedestrians are not negatively impacted by future designs.

Recommended feasibility study for:

- Archer Avenue
- Archer Road
- Harlem Avenue

Raised bike lane. Credit: Chicago Streetsblog.com

Bicycle Tools, continued

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.

Summit's narrow residential streets make ideal candidates for bike boulevards and can be enhanced through pavement markings and signage. Summit may wish to explore future traffic calming on these streets, such as mini roundabouts or bump-outs. See intersection tools and interim solutions for more information.

Recommended for:

- Center Avenue: Archer Avenue to Metra Station
- Hanover Street: Center Avenue to Harlem Avenue
- 74th Avenue: Hanover Street to 64th Street
- 61st Street: Harlem Avenue to Archer Road
- 64th Street: 74th Street to I&M Canal Trail
- 57th Place: Archer Avenue to Harlem Avenue
- 74th Avenue: Hanover Street to 64th Street

Bike pavement markings. Photo credit: http://www.columbusunderground.com/

Intersection Crossing Markings

Use marking to designate cyclist path of travel through an intersection. Alert drivers to the presence of cyclists.

Recommended for:

57th Street and 63rd Avenue

Intersection crossing markingsW

Bicycle Tools, continued

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:

- Lawndale Avenue: Center Avenue to I&M Canal Trail
- 59th Street: Harlem Avenue to Archer Road
- 63rd Street: Harlem Avenue to 75th Street

Bike lane

Buffered Bike Lane

A buffered bike lane is similar to a conventional bike lane, but provides two feet of additional buffer space that can be added alongside the vehicle lane and/or parking lane.

Recommended for:

- 57th Street: Harlem Avenue to Archer Road
- 61st Place: Harlem Avenue to Archer Road

Buffered bike lane

Signals and Beacons

Pedestrian Countdown Signals

Place countdown signals at all signalized intersections to indicate the amount of time pedestrians have available to cross the street. This treatment is especially helpful for seniors and people with mobility impairments.

Recommended for:

All current and future signalized intersections.

Pedestrian Countdown Signal

Rectangular Rapid Flashing Beacons (RRFBs)

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

Recommended for:

Archer Avenue and 74th Street

Rectangular Rapid Flashing Beacon

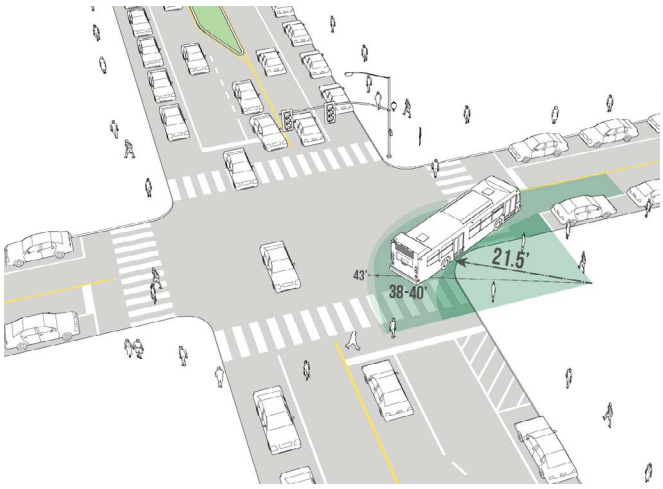
Intersection Tools

Reduced Corner Radii

Large intersections are challenging for pedestrians. Wide streets with several lanes are more stressful to cross and with wide corner radii encourage drivers to take right turns quickly. Reducing an intersection's turning radii slows right turning vehicles down and can benefit pedestrians by providing a larger area to wait when crossing. Curbs can be mountable to accommodate trucks and public transit.

Recommended for:

- Archer Rd and: 63rd Street, 62nd Street, 61st Place, 59th Street, 57th Place
- Archer Avenue and Center Avenue
- Lawndale Avenue and Center Avenue



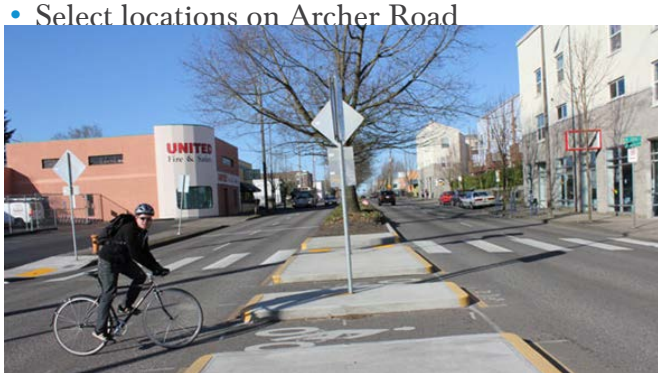
Reduced corner radii. Credit: NACTO

Refuge Islands

Refuge islands provide a buffer and protection for pedestrians and cyclists while crossing wide or busy streets. Where possible, the islands should be wide enough to accommodate the length of a standard bicycle.

Recommended for:

- Archer Avenue and 57th Street
- Select locations on Harlem Avenue
- Select locations on Archer Road



Refuge island

Intersection Tools, continued

A variety of treatments can be employed on residential streets to calm traffic, improve pedestrian crossings, and make it safer for people to bike. Summit can experiment with temporary designs prior to construction to ensure that the treatments accomplish Village goals.

Recommended for:

- 74th Avenue and 57th Street, 57th Place, 59th Street, 60th Place, 61st Street, 61st Place, 62nd Street
- 61st Place and 76th Avenue, 75th Avenue, 73rd Avenue
- 62nd Street and 76th Avenue, 75th Avenue, 73rd Avenue

Mini Roundabouts

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

Mini roundabout

Speed humps

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

Speed hump. Credit: City of Chicago

Bump-Outs

Bump-outs slow traffic, provide shorter crossing distances for pedestrians, and improve sightlines for both drivers and pedestrians.

Bump-outs

Interim Tools

Communities have increasingly been looking to interim design solutions to test out treatments and ensure they are the best approach for a street. Interim design materials can be very temporary, like duct tape and cones, or more permanent, like paint and bollards. There are many creative options out there that Summit can explore.

Paint and bollards create a temporary bump-out in Memphis, TN. Credit: https://bikepedmemphis.wordpress.com/2013/11/

Temporary speed hump. Credit: Taylor Miles, the Sentinel

Paint and bollards are used on Dearborn protected bike lane in Chicago.

Duct tape buffered bike lane in Willow Springs, IL

Temporary mini roundabout. Credit: http://www.ctstraffic.com.au/roundabouts

Painted mini roundabout. Credit: Denise Bradley

Amenities

Trailheads

The future trailhead for the I&M Canal Extension should include a parking area, water fountains, restrooms, and information kiosks. It can be further enhanced by gateway treatments and wayfinding signage that directs trail users to key destinations in Summit, such as business districts, and the Metra Station.

Recommended for the future terminus of the I&M Canal Trail.

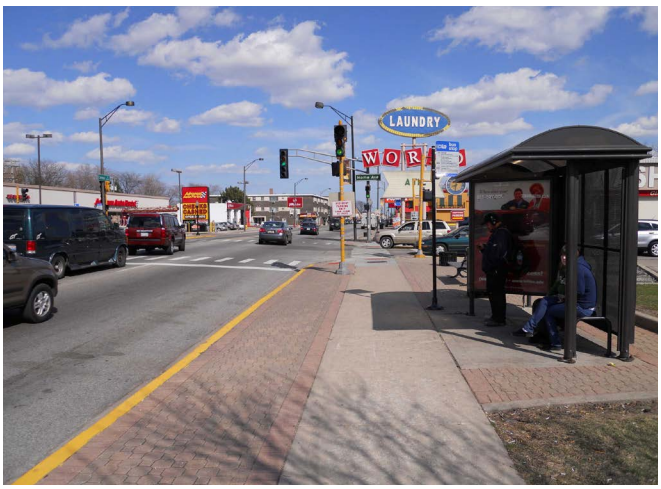
Bus Shelters

Place bus shelters on transit routes, providing that a minimum of 5 feet is preserved for pedestrian walkways.

Recommended for:

- Harlem Avenue
- 63rd Street
- Archer Avenue
- Archer Road

Trailhead



Bus shelter

Amenities, continued

Bike Racks

Install bike racks near park activity centers, school entrances, public building entrances, and along business district corridors. The sturdiest racks are shaped like an inverted u.

Recommended for:

- Harlem Avenue
- 63rd Street
- Archer Avenue
- Archer Road
- All schools
- All parks

Bike racks at a bus stop

2.3 ACTIVE TRANSPORTATION NETWORK

Summit's proposed active transportation network specifies street-, sidewalk-, trail-, and intersection projects that are central to improving barriers to active travel and providing a low-stress experience for pedestrians and cyclists alike. A full build-out of the proposed network will enable people of all ages and abilities to access destinations on foot and by bike, both inside and outside of the community, resulting in increased physical activity, improved community and environmental health, and future opportunities for economic development.

The map featured on the next page includes proposed sidewalk-, bicycle facility-, and intersection-improvements addressed in this plan.

Proposed Sidewalk Improvements

This plan assumes that every street in Summit is a pedestrian street. The Village's existing sidewalk network is nearly complete, but needs gaps filled and some sidewalks reconstructed. The pedestrian network can be further improved by the construction of new trails and pathways. The map to the right indicates priority sidewalk projects. The next section includes design guidance for sidewalks. Where feasible, Summit should follow these guidelines when constructing and reconstructing sidewalks, but may need to make adjustments due to its limited rights-of-way.

Proposed Bicycle Improvements

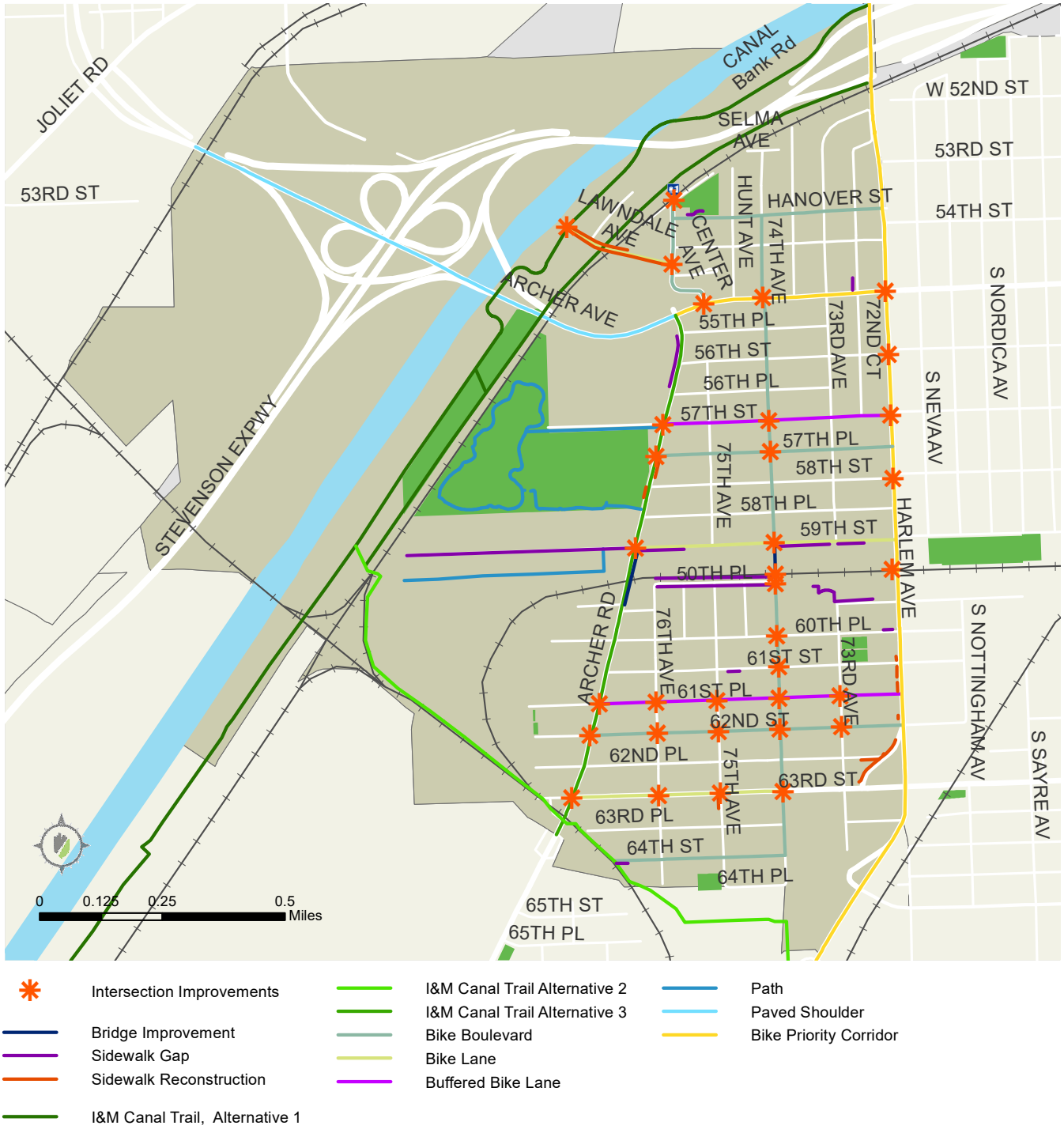
The bicycle improvements proposed for Summit are focused on building new trails and bicycle facilities on specific streets within Summit, which are indicated on the following page. When developed as a whole, the network of bikeways will enable people to more comfortably reach priority destinations. Specific bicycle facility types are recommended for streets, based on their width, average daily traffic, speed limit, and crash history. To better understand what a bike lane, bike boulevard, or other bike facility is, see Section 2.2.

Proposed Intersection Improvements

All pedestrian crossings should include pedestrian crosswalks, curb ramps, and detectable warning pads, and all signalized crossings should be equipped with countdown signals. While this plan does not include a full intersection audit, it does indicate where improvements should be made on major roads, at key crossings, and along the bike network. Specific recommendations are listed by corridor and sub-area in Section 2.4.

The remainder of the chapter focuses on design recommendations for each of the treatments (see Section 2.3) and zoomed in recommendations by corridor and sub-area (see Section 2.4.)

Proposed Active Transportation Network



2.4 RECOMMENDATIONS

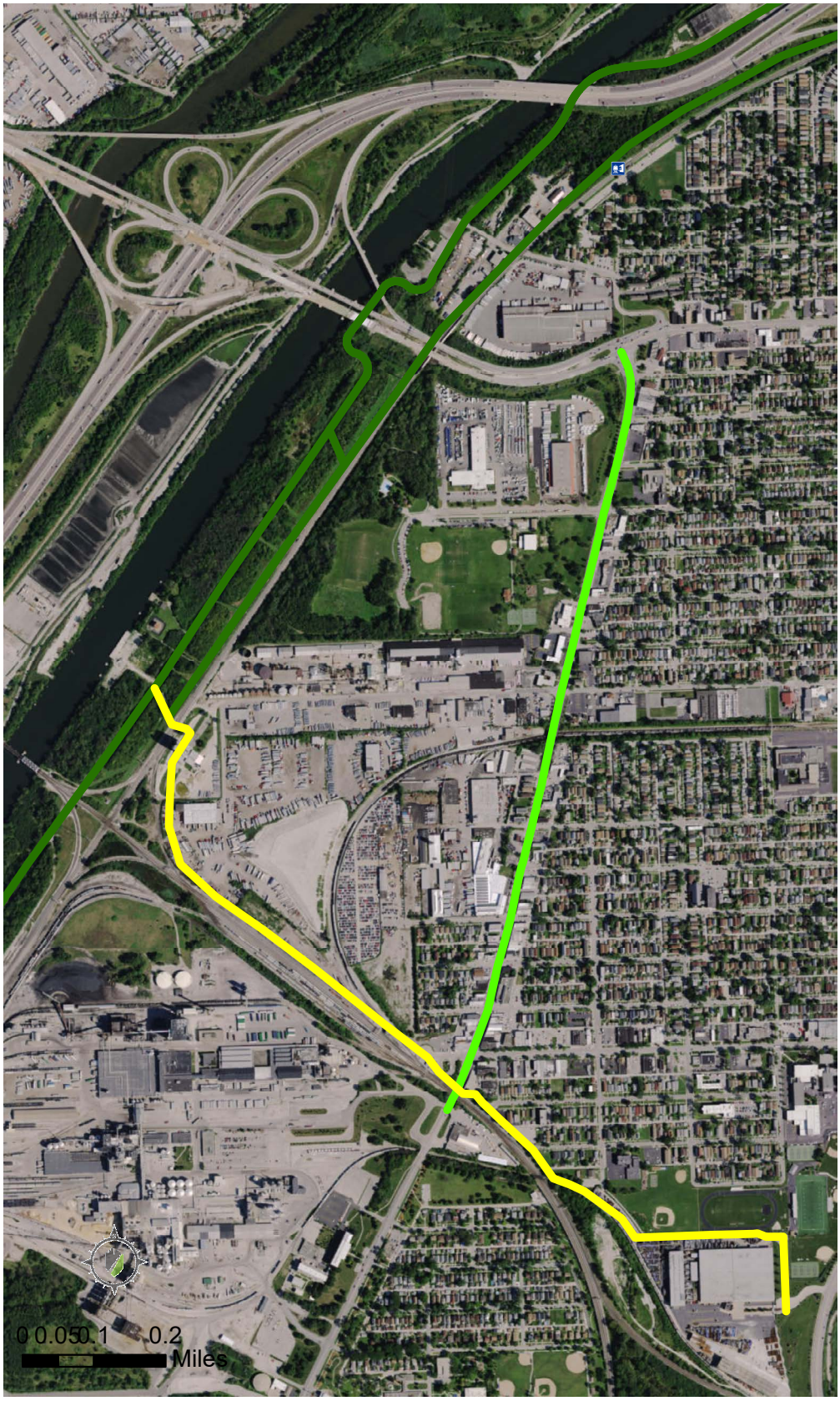
I&M Canal Trail

The 61.5-mile-long I&M Canal Trail begins in Rockdale, IL and ends in Willow Springs, about 5 miles west of Summit. To the north, the City of Chicago is exploring options to extend the Chicago River Trail from Damen Avenue down to its southern border at Harlem Avenue. Extending the trail through Summit and on to Bedford Park, Justice, and Willow Springs would fill in a gap in the regional trail system, and would create better access to recreational opportunities, improve transportation options, and generate new opportunities for economic development for the people of Summit. As such, the Villages of Summit, Bedford Park, Justice, and Willow Springs have been meeting to seek funding for a feasibility study to extend the trail.

Recommendations for Feasibility Study:

- Assess the feasibility of different trail alignments along the canal bank and along Archer Road, see map on the following page for alignments that have been discussed to date.
- Create a gateway, parking lot, and rest area at trail terminus in Summit. See map for possible location near the Metra Station.
- Identify access points to the trail from the Village of Summit.
- Produce wayfinding signage to direct trail users to Summit's business areas and Metra Station.
- Coordinate recommendations with the CREATE studies for grade separation.

Potential Alignments for I&M Canal Trail



Deep Summit Sub-Area

The north side of Summit boasts lovely tree-lined streets, easy access to the Summit Metra Station, and Hanover Park, which has basketball courts and a playground. The quiet, residential streets are used mostly by local traffic, though Center Avenue is more heavily used by drivers accessing the Metra Station and freight traffic traveling to the neighborhood's industrial areas. The Village has recently updated many of the intersections and curb ramps in the neighborhood and the sidewalk network is mostly complete, though there are a few gaps highlighted in this plan.

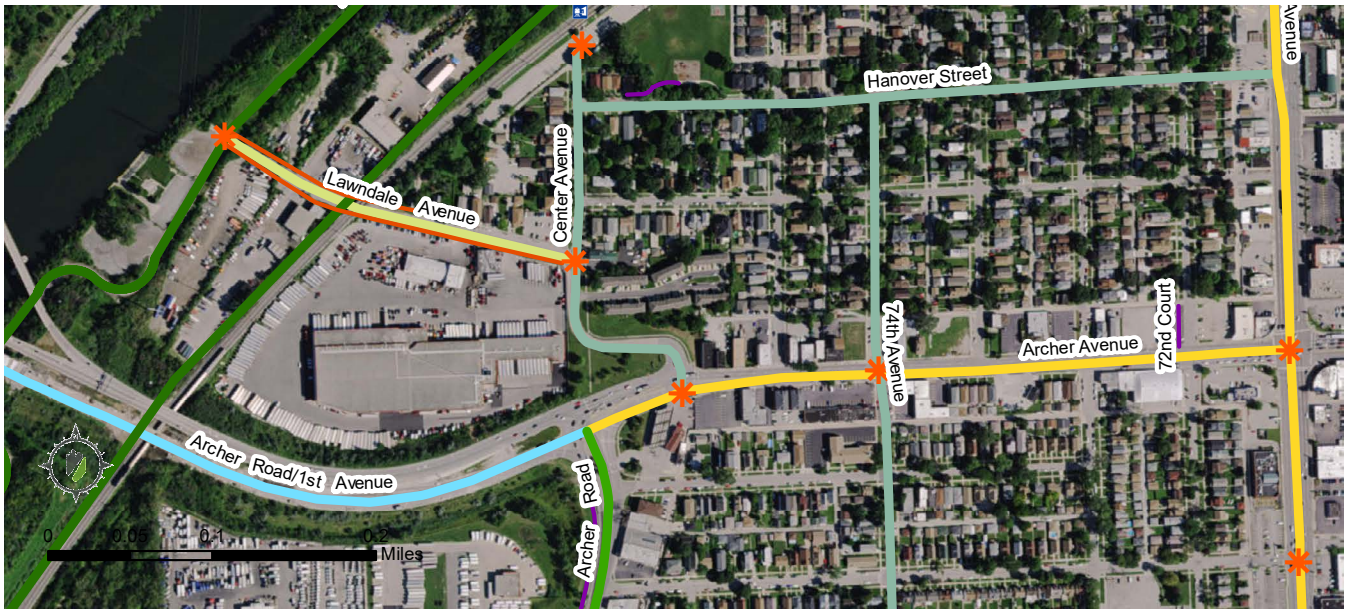
Recommendations:

- Sidewalks: Fill in gaps on the south side of Hanover Park and 72nd Court. Reconstruct sidewalks on Lawndale Avenue. Create a pedestrian cut-through between the Metra cul-de-sac and Selma Avenue.
- Bike Boulevards: Install bike boulevard pavement markings on Hanover Street and 74th Avenue, and Center Street.
- Bike Lanes: Install bike lanes on Lawndale Avenue in conjunction with future I&M Canal Trail.
- Intersections: Install bump-out on southwest corner of Lawndale Avenue and Center Avenue. See Archer Avenue corridor for crossing recommendations.
- Destinations: See next page for Metra Station and I&M Canal Trail suggestions.

Summit Metra Station

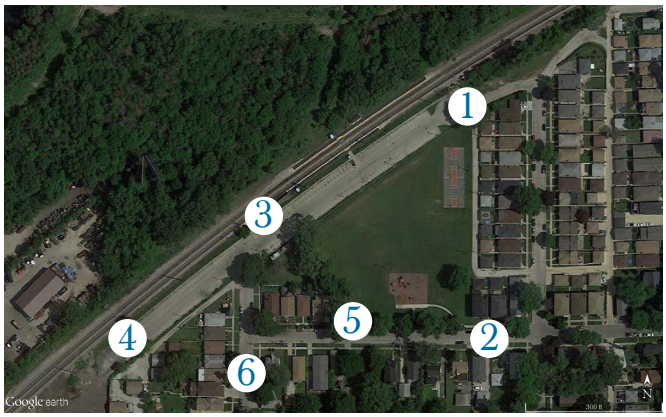
Hanover Park

Deep Summit Sub-Area Proposed Improvements



- Intersection Improvements
- Bridge Improvement
- Sidewalk Gap
- Sidewalk Reconstruction
- I&M Canal Trail, Alternative 1
- I&M Canal Trail Alternative 2
- I&M Canal Trail Alternative 3
- Bike Boulevard
- Bike Lane
- Bridge Improvement
- Buffered Bike Lane
- Path
- Paved Shoulder
- Bike Priority Corridor

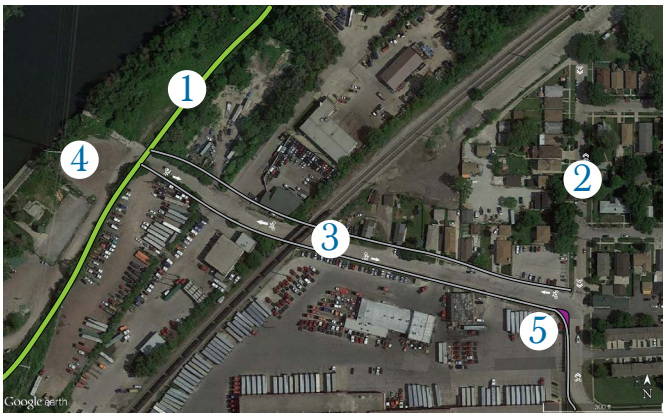
Metra Station Area Proposed Improvements



Recommendations:

1. Sidewalk for pedestrians to cut-through
2. Bike boulevard on Hanover Street
3. Bike racks
4. Improve access road and install wayfinding signage for future I&M Trail
5. Sidewalk infill on north side of Hanover Street
6. Bike boulevard on Center Avenue

I&M Canal Trailhead Connection



Recommendations:

1. I&M Canal Trail: Possible future alignment
2. Center Avenue: Bike boulevard
3. Lawndale Avenue: Bike lanes and sidewalks
4. Gateway signage, rest area, water fountains and parking lot for future I&M Canal Trail
5. Bump-out on southwest corner, crosswalks, detectable warning pads

Archer Avenue Corridor

Archer Avenue runs east/west and is a major thoroughfare that provides connections to the City of Chicago, I-55, and the Village of LaGrange. Between Archer Road and Harlem Avenue, the corridor is a four-lane arterial with an intermittent painted median and turn lanes. West of Archer Road, the character of the street changes as it transitions to an access road with I-55 interchanges. Here, the cross section includes wide-paved shoulders. There are traffic signals at Center Avenue/Archer Road and Harlem Avenue and an unsignalized school crossing at 57th Street, which is heavily used by students assisted by a crossing guard. The 330 bus runs along Archer Avenue. The sidewalks along Archer Avenue are narrow and in places offer little to no buffer from vehicle traffic.

Archer Avenue Existing Conditions	
Average Annual Daily Traffic (AADT)	26,500 vehicles per day
Speed Limit	30 MPH
# of Lanes	Between 72nd Court and Harlem Avenue: 4 + left turn, between 72nd Court and Center Avenue: 4+ median, between Center Avenue & I-55: 4+ wide outside shoulders
Lane width	12-13', median width: 4' where present
Jurisdiction	IDOT
Functional Classification	Principal Arterial
Crashes	Pedestrian and bicycle crashes occurred up and down the corridor. At Harlem: 2 bicycle crashes (1 incapacitating, 1 non-incapacitating); 7 pedestrian crashes (1 incapacitating, 1 non-incapacitating, 5 non-injury); Between Harlem and 72nd Ct: 1 pedestrian injury crash. At 72nd Ct: 1 bicycle non-incapacitating crash, 2 pedestrian incapacitating crashes; Between 72nd Court and 73rd Ave: 1 incapacitating pedestrian injury crash; at 74th Ave: 1 non-incapacitating pedestrian crash; at Center Ave/Archer Road: 1 fatal pedestrian crash, 1 incapacitating pedestrian crash, 1 non-incapacitating bicycle crash; at I-55 interchange: 1 bicycle non-incapacitating crash, 3 pedestrian crashes (incapacitating, non-incapacitating, and non-injury)
Community Input	All intersections and the I-55 interchange were marked by members of the community as difficult crossings. At 57th Street, many people noted the need for additional enhancements to improve the school crossing.
Land Use	Between Harlem Avenue and Archer Road: commercial; between Archer Road and western Village limit: n/a
Regional Connectivity	Provides connection to LaGrange, Lyons, and other communities west of the I&M Canal

Archer Avenue Corridor Proposed Improvements

Recommendations:

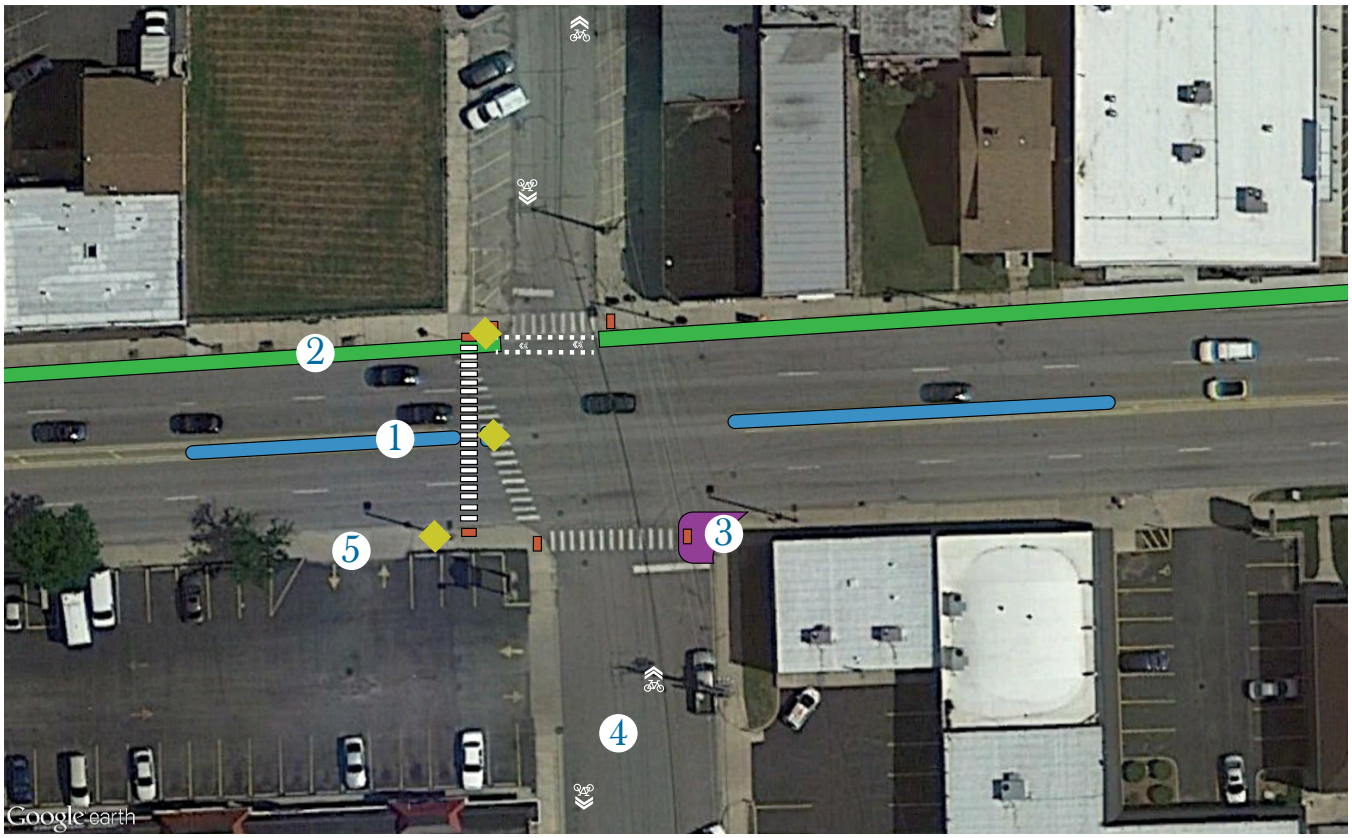
- Between Harlem Avenue and Archer Road: Explore the feasibility of installing a separated bikeway. A raised bike lane may be possible if space from the center median is taken and added to one side of the sidewalk.

- West of Archer Road: The bridge was recently reconstructed and includes wide paved shoulders. It is unlikely that future improvements will be made.

- Intersection Improvements (details on following 3 pages): 57th Street, Center Avenue, and Harlem Avenue

Note: Side streets intersecting Archer Avenue are described in the Deep Summit and Central Summit Sub-Area Sections and recommendations for Harlem Avenue and Archer Road are described each respective corridor's Section.

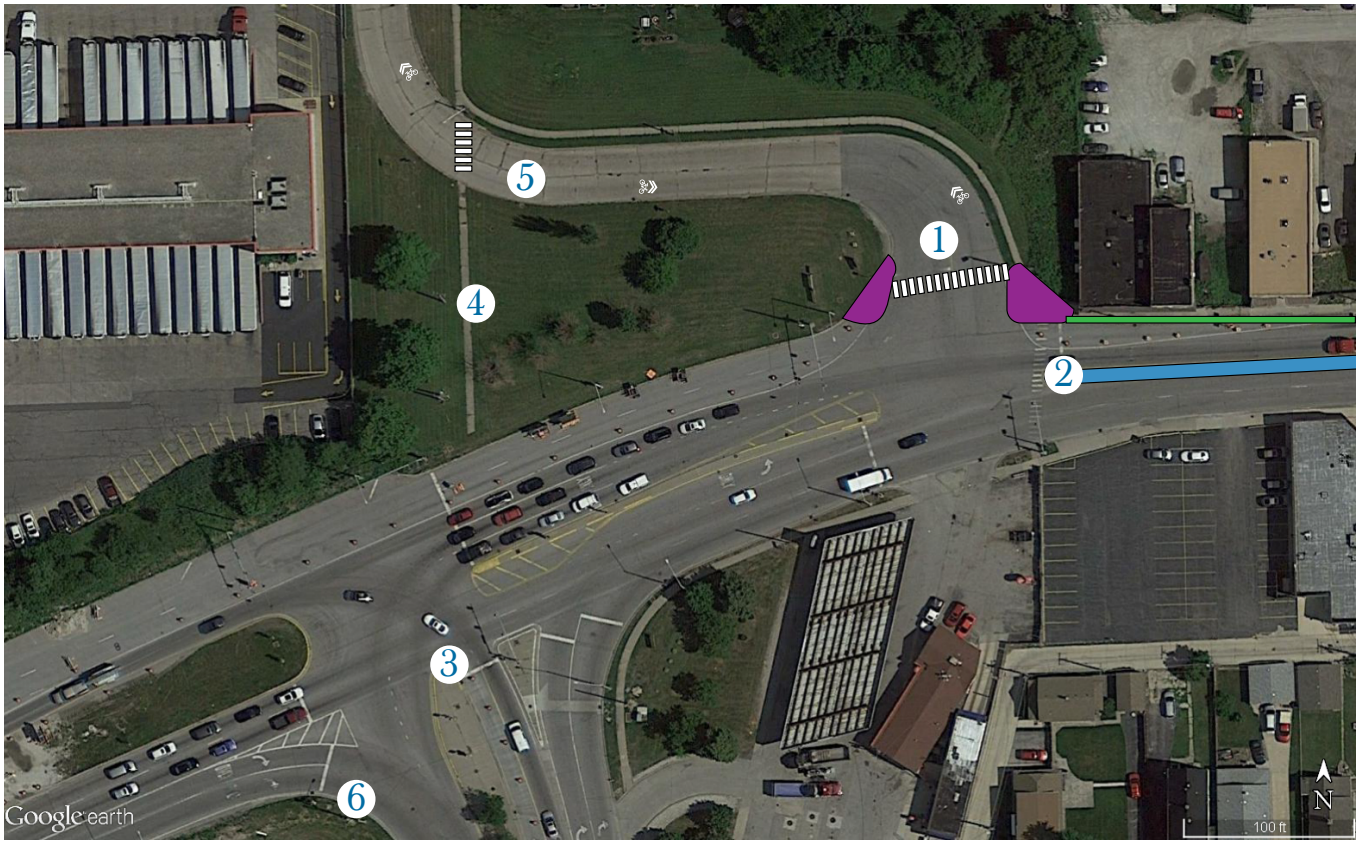
Archer Avenue and 74th Street Proposed Improvements



Recommendations:

1. Refuge island and rectangular rapid flashing beacons
2. Potential raised bike lane or multi-use path (not feasible if raised bike lane is installed
3. Bump-out
4. Bike boulevard
5. Close driveway to reduce conflict points.

Archer Avenue and Lawndale Avenue Proposed Improvements



Recommendations:

1. Bump-outs, crosswalk, detectable warning pads, pedestrian countdown signals
2. Raised median
3. Identify crossing improvements to connect to sidepath/possible I&M Canal Trail on Archer Road
4. Sidewalks on Archer and Lawndale
5. Bike boulevard
6. Study alignment of future sidepath and/or future I&M Canal Trail

Archer Avenue and Harlem Avenue Proposed Improvements

Recommendations:

1. Install two distinct detectable warning pads on all legs
2. Reduce pedestrian crossing distance on all legs with raised medians or bump-outs
3. Re-time pedestrian crossing signals for longer pedestrian signal phase
4. Raised bike lane
5. Study potential for bike facility on Harlem Ave.

Archer Road Corridor

Archer Road runs north/south from Archer Road to Summit's southern border. The corridor is one of the potential alignments for the I&M Canal Trail (see previous section), but should be considered for bicycle and pedestrian improvements regardless of the I&M Canal Trail feasibility study outcomes since it connects to many of Summit's key destinations, including Summit Park, the Archer Road business district, and the Summit Public Library. Along the corridor, there are a limited number of signalized crossings for pedestrians, and its angled alignment produces wider than necessary crossings where it intersects side streets. A narrow grade separated bridge crosses over the Indiana Harbor Belt Railroad Tracks that is not wide enough to accommodate wheelchair users.

Archer Road Existing Conditions	
Average Annual Daily Traffic (AADT)	21,100 vehicles per day
Speed Limit	35 MPH
# of Lanes	Between Archer Avenue and 59th Street: 4 vehicle lanes and left turn lane or painted center median. 59th Street to Bedford Park: 4 vehicle lanes and 2 parking lanes. Left turn lane at 63rd Street
Lane width	11'
Jurisdiction	IDOT
Functional Classification	Minor Arterial
Crashes	Pedestrian crash hotspot at 63rd and Archer Road where one pedestrian was killed and 2 were seriously injured. 62nd Street. Additional pedestrian injury crashes occurred at 62nd Street (cause not determined), 61st Place (caused by reckless driving), 57th Street (caused by drunk driving), and between 56th and 57th Street (caused by failing to yield the right of way.) One bike crash occurred at 61st Street (caused by driver failing to reduce speed) and two at 63rd Street (cause not determined.)
Community Input	All intersections along Archer Road were marked by members of the community as "difficult to cross." Between 60th Place and 62nd Street, community members noted that cars run stop signs and traffic signals to access Archer Road. Several community members noted the need for a bike facility on Archer, and many community priority destinations were marked, including specific businesses, the library, and Summit Park.
Land Use	Commercial, industrial, open space, institutional
Regional Connectivity	Connector to Bedford Park/possible I&M Canal Trail connector

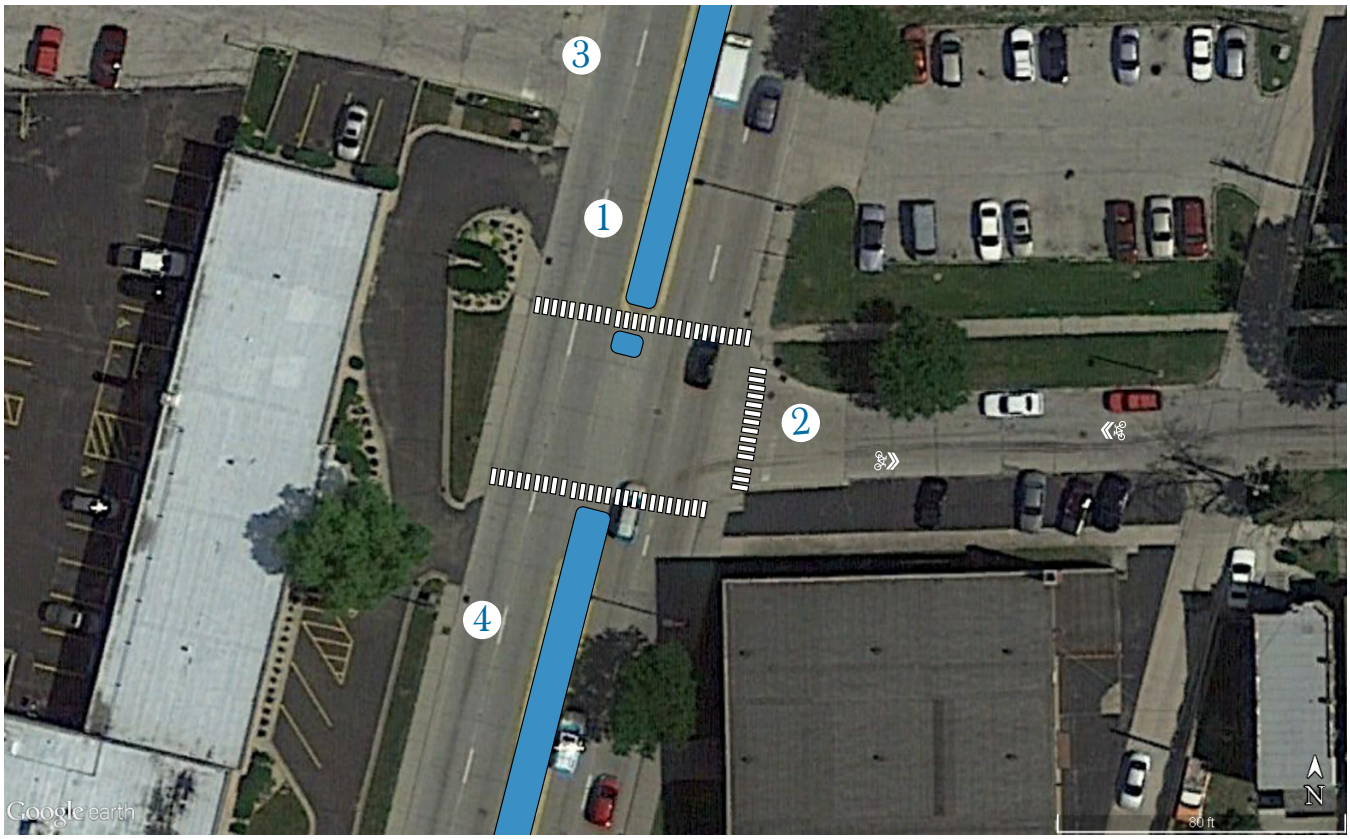
Archer Road Corridor Proposed Improvements

- Intersection/Destination Improvement
- Bridge Improvement
- Sidewalk Gap
- Sidewalk Reconstruction
- I&M Canal Trail Alternative 2
- I&M Canal Trail Alternative 3
- Bike Boulevard
- Bike Lane
- Bridge Improvement
- Buffered Bike Lane
- Path
- Paved Shoulder
- Bike Priority Corridor

Recommendations:

- Include as an alternate alignment to the I&M Canal Trail Feasibility Study and or study the feasibility of installing a separated bikeway along the corridor, such as a multi-use path or a raised bike lane.
- Install sidewalks from Archer Avenue to 56th Place, 57th Pl to 58th Street, 58th Street to 58th Place.
- Install clip-on bridge over Indiana Harbor Belt Railroad between 59th Street and 60th Place.
- Improve crossings at 63rd Street, 62nd Street, 61st Place, 59th Street, 57th Place, 57th Street, see drawings and map for detailed recommendations.

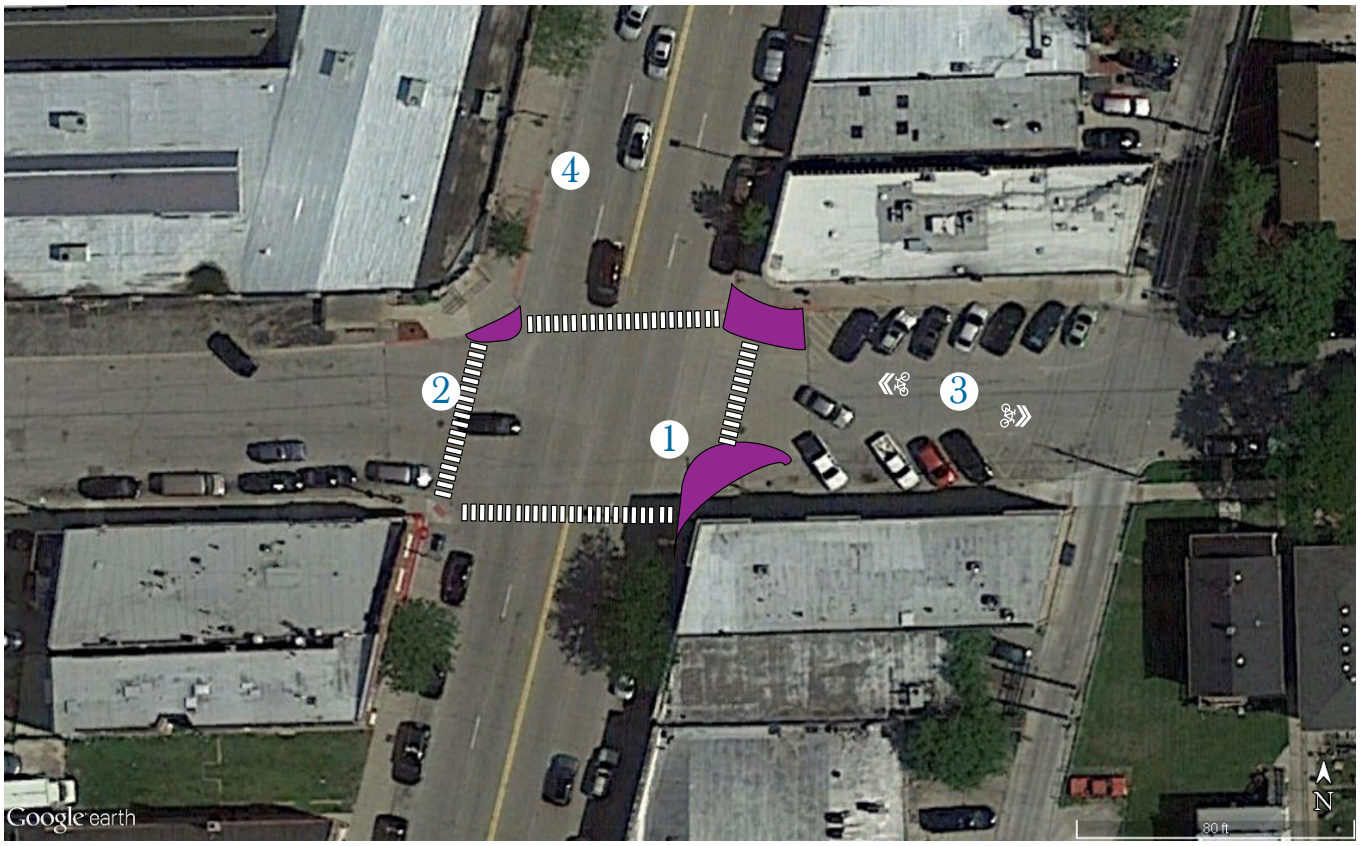
Archer Road and 57th Place Proposed Improvements



Recommendations:

1. Replace painted median with refuge island
2. Install high visibility crosswalks
3. Consider installing rectangular rapid flashing beacon (RRFB) to create an additional pedestrian crossing on Archer Road.
4. Bike priority corridor

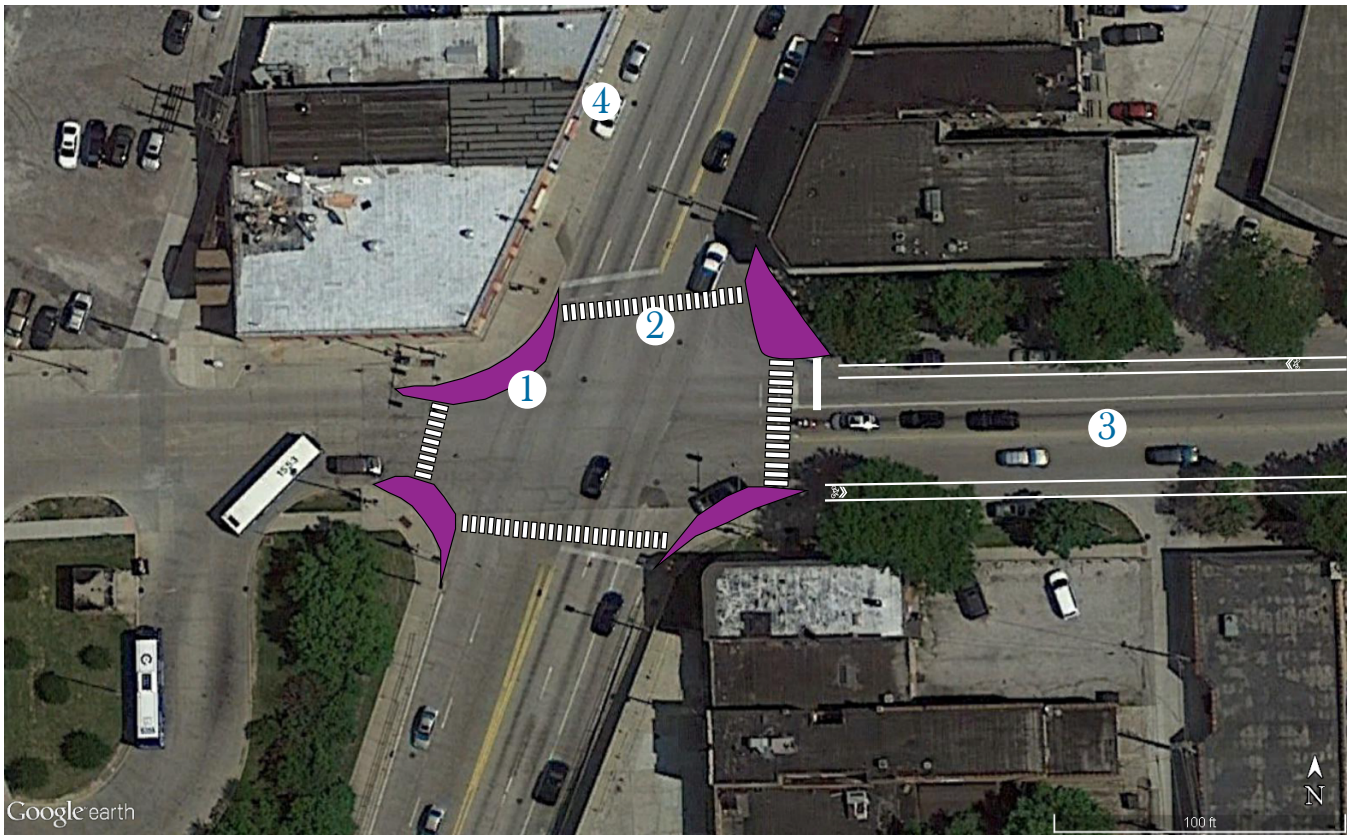
Archer Road and 59th Street, 61st Place and 61st Street Proposed Improvements



Recommendations:

1. Install bump-outs on northeast, northwest, and southeast corners
2. Install high visibility crosswalks on all legs
3. Varying bicycle infrastructure on side streets is recommended: bike boulevard (61st Street and 57th Place), buffered bike lane (61st Place and 57th Street), bike lane (59th Street)
4. Bike priority corridor

Archer Road and 63rd Street Proposed Improvements



Recommendations:

1. Install bump-outs on northeast, northwest, and southeast corners. Bump-out may also be feasible on southwest corner, but coordination with the CTA would be necessary.
2. Install high visibility crosswalks on all legs
3. Bike priority corridor

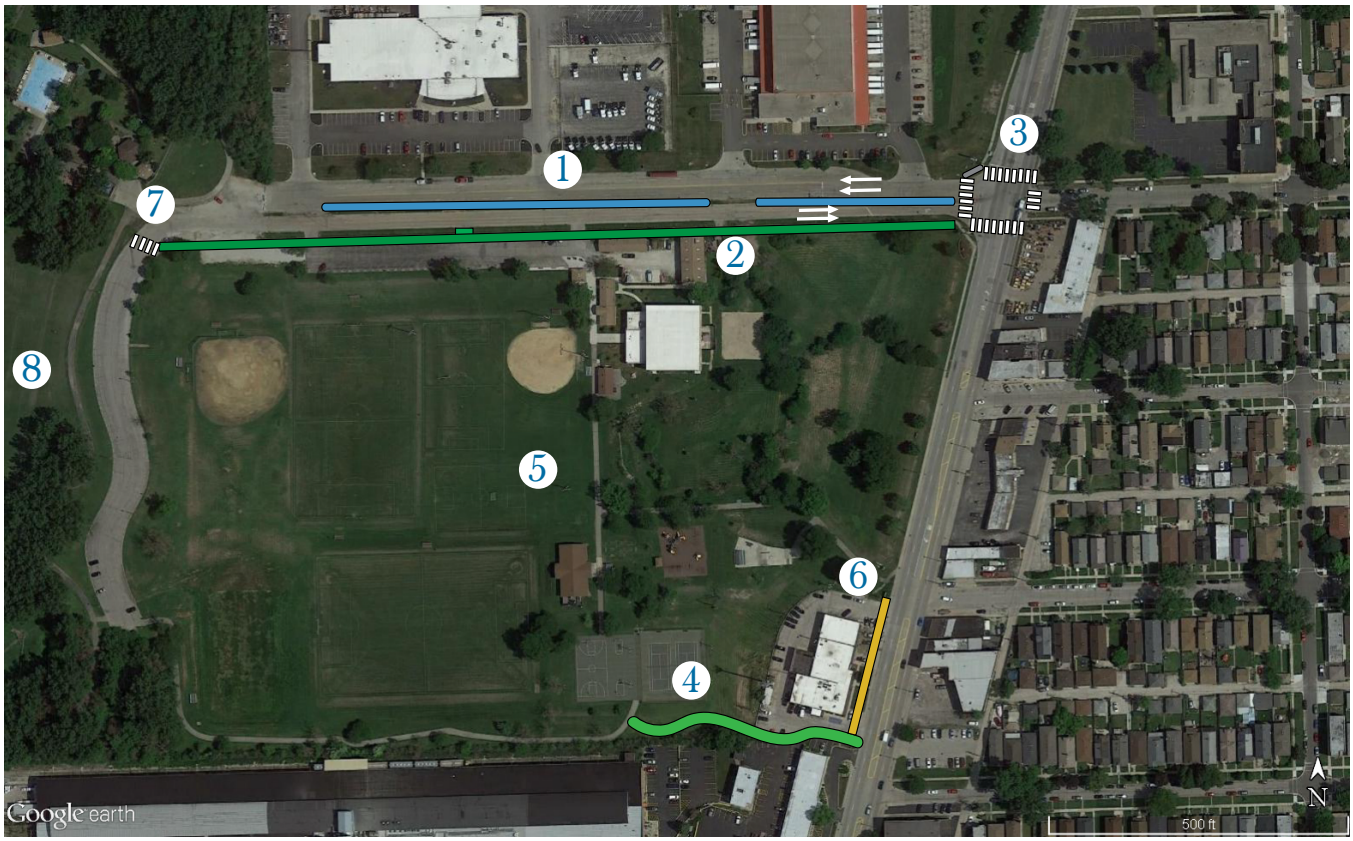
Summit Park

Summit's largest park, Summit Park, offers basketball and tennis courts, baseball fields, and soccer fields, as well as a community center with year-round programming for people of all ages. To the west of the park lies the Summit Park Exercise Path, an approximately 1 mile paved trial enjoyed by walkers, joggers, and cyclists. Accessing the park can be difficult for people traveling there on foot or by bike. Nearly every Summit resident must cross Archer Road, which has limited signals for pedestrian crossings. In addition, the park access road on 57th Street offers an unusual configuration – two side-by-side two-way streets separated by a narrow median converge into a two-way, 4-lane street at the 57th Street signal.

Recommendations:

1. Reconfigure 57th Street to include two-way, four-lane cross section with a center median that provides cut-throughs for parking lots.
2. Widen the sidewalk south of 57th Street to 8' to provide more space for pedestrian and bicycle access.
3. Restripe crosswalks at 57th Street and Archer Road with high visibility markings.
4. Install new path south of police station connecting to the Summit Park Exercise Path.
5. Install bike racks around the park.
6. Install sidewalk crossing over the police station driveway.
7. Mark crosswalks where paths cross streets.
8. Install lighting on Summit Park Exercise Path.

Summit Park Proposed Improvements

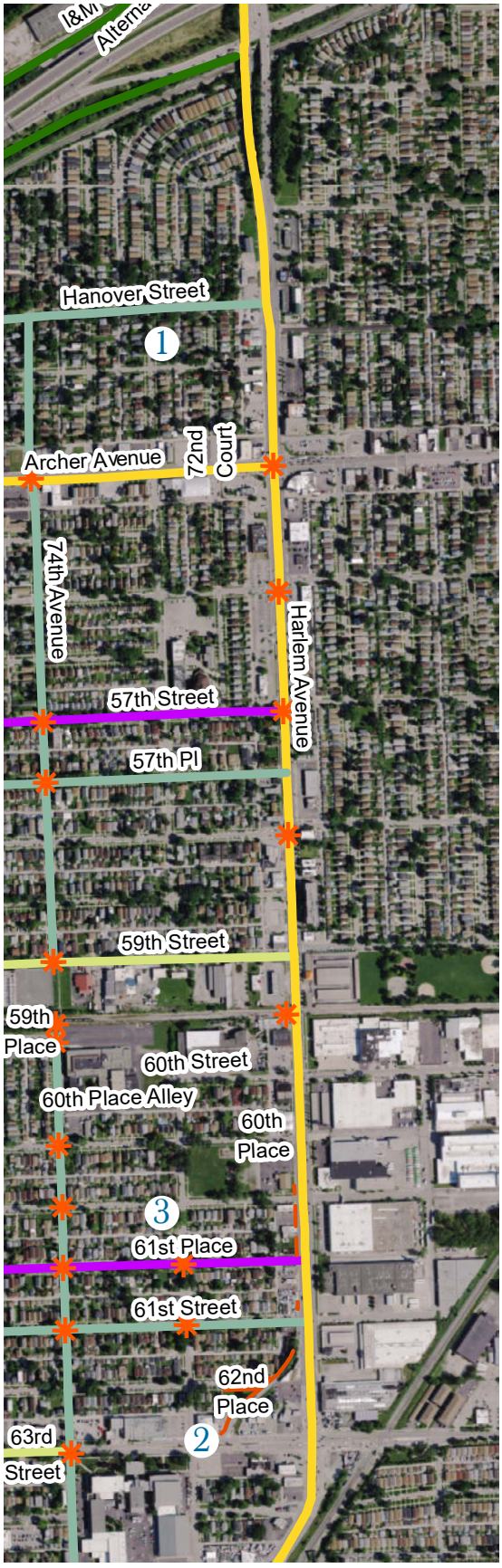


Harlem Avenue Corridor

Harlem Avenue is the dividing line between Summit and the City of Chicago. The congested arterial is lined by local and regional commercial destinations. Several studies are occurring along the corridor, including a possible grade separated railroad crossing between 59th Street and 60th Street and streetscaping improvements at 63rd Street. Like Summit's other arterials, intersection amenities and configurations are not ideal for pedestrian crossings. There are few traffic signals along the corridor to facilitate easier crossings, but signalized crossings appear to be well-marked and are up to standard. Summit and Chicago's street grids do not align, so many of the side streets are offset. Sidewalks along Harlem are narrow, but those that have been updated offer a buffer from vehicle traffic.

Harlem Avenue Existing Conditions	
Average Annual Daily Traffic (AADT)	South of Archer Avenue: 40,000 vehicles per day; North of Archer Avenue: 44,700 vehicles per day
Speed Limit	35 MPH
# of Lanes	North Village limit to 56th Street: 6 lanes with left turn lanes, 56th Street to 61st Street: 4 lanes+ left turn lanes/painted center medians; 61st Street to south Village limit: 6 lanes with left turn lanes
Lane width	12', median width: 4' to 16' wide, depending on location
Jurisdiction	IDOT
Functional Classification	Principal Arterial
Crashes	Fatal pedestrian crash at 61st Place and 63rd Street; incapacitating pedestrian crashes at 54th Street, Douglas Ave, Archer Ave, and 63rd Street; non-incapacitating pedestrian crashes at Archer Ave, 56th Street, and 60th Street; incapacitating bicycle crash at Harlem Ave; non-incapacitating bicycle crashes at 53rd Street, Douglas Ave, Harlem Ave, 57th Street, 57th Place, 59th Street, 63rd Street
Community Input	Harlem Avenue was marked as a priority bicycle and pedestrian route. All intersections were marked as in need of improvement, though no specific comments were provided. Many businesses along the corridor were marked as destinations.
Land Use	Primarily commercial
Regional Connectivity	Connects to Ottawa Trail Woods and Argo Community High School

Harlem Avenue Corridor Proposed Improvements

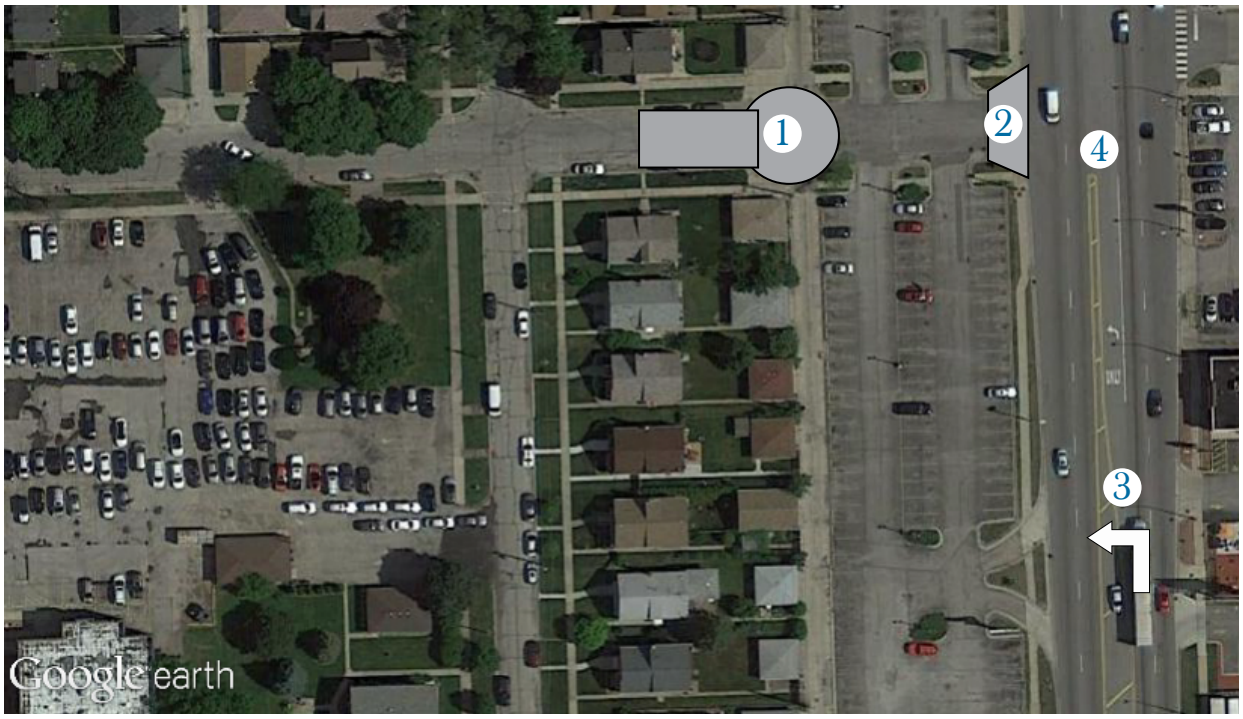


Recommendations:

1. Explore the feasibility of installing a separated bikeway along Harlem. A raised bike lane may be possible if space from the center median is taken and added to one side of the sidewalk
2. Coordinate recommendations with grade separated crossing CREATE study over railroad tracks at 63rd Street
3. Continue to upgrade sidewalks to meet ADA standards
4. Intersection Improvements: Harlem Avenue (see Archer Avenue section for recommendations), 56th Street (see following page for recommendations) 57th Street (see following page for recommendations)

Intersection/Destination Improvement
Sidewalk Reconstruction
I&M Canal Trail, Alternative 1
Bike Boulevard
Bike Lane
Buffered Bike Lane
Bike Priority Corridor

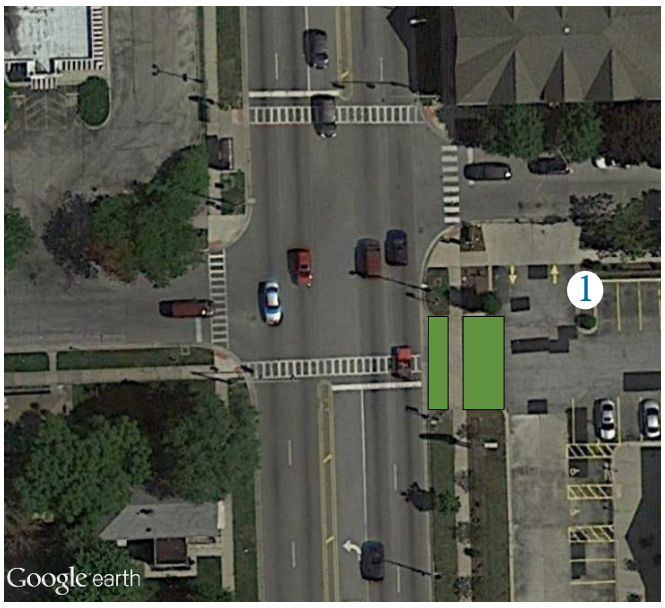
Harlem Avenue and 56th Street/Portillo's



Recommendations:

1. Cul de Sac 56th Street at alley
2. Cul de sac 56th Street at Harlem, create a pedestrian pathway through parking lot to maintain access to Harlem Avenue from 56th Street.
3. Create new left turn lane into/out of Portillo's parking lot
4. Study potential for bike facility on Harlem Avenue.

Harlem Avenue and 57th Street



Recommendations:

1. Close driveway to reduce conflict points with intersection..

Central Summit Sub Area

For the purposes of this plan, North Central Summit lies south of Archer Avenue, north of the 63rd Street, east of Archer Road, and west of Harlem Avenue. North of the Indiana Belt Harbor Railroad Tracks, the area is mostly residential, with institutional and light industrial land uses on 59th Street. 57th Street provides direct westbound access to Summit Park. South of the tracks, the area is also primarily residential. Many of the students in the community attend Heritage Middle School and Graves Elementary School.

74th Avenue is the spine of Summit, offering the only low-stress north/south connection through the community. It runs adjacent to key destinations such Graves Elementary School, Heritage Middle School, Argo High School, Summit Village Hall, and businesses on Archer Avenue and 63rd Street. At about 22' wide with parking on the west side of the street, 57th Street is quite narrow. Though its narrow lanes should lead to calmer traffic, residents noted that vehicles often speed through intersections. Crossings are challenging for pedestrians at Archer Avenue, where a school crossing is marked, but unsignalized. The Village recently partnered with IDOT to install crossing improvements and traffic calming features adjacent to Argo High School on 63rd Street.

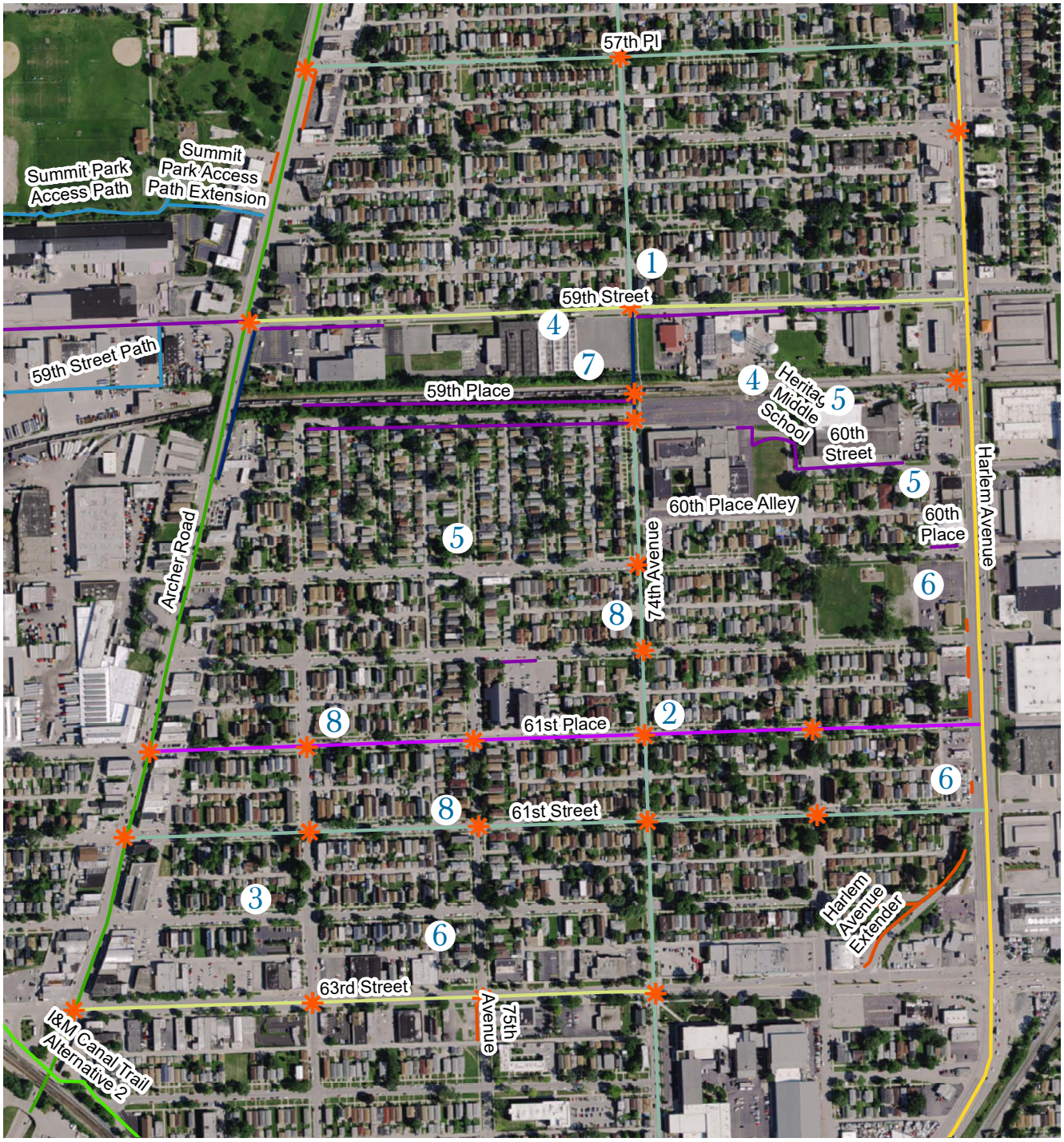
A narrow, metal, pedestrian bridge connects people over the Indiana Belt Harbor Railroad Tracks between 59th Street and 59th Place. Each day, hundreds of students travel across it to get to and from school, but it is slippery when wet, ices easily in the winter, and is not ADA compliant.

The east/west streets have their own unique challenges. Residents remarked that people use the side streets to cut between Harlem Avenue and Archer Road, and often speed, which is a detriment to pedestrians. Between 2007 and 2014, there were a number of pedestrian and bicycle crashes on 62nd Street and 61st Place, one of which was fatal. Additional improvements can be made to these streets to calm traffic. Additionally, the width and direction of one-way streets make it challenging to build a cohesive bike network. The bike network recommendations, therefore, are focused on calming traffic, narrowing wider streets, and providing two eastbound and westbound routes to local destinations.

Recommendations:

1. Develop a temporary solution to make the pedestrian bridge less slippery. In the long-term, partner with the railroad to construct a new bridge that meets current safety and accessibility standards.
2. Install westbound bike boulevards on 57th Place and 61st Street
3. Install eastbound buffered bike lanes on 57th Street and 61st Place
4. Construct sidewalk on 59th Place between 74th Avenue and 75th Street and along the bus access route at Heritage Middle School.
5. Install sidewalks across driveways at 60th Street between 73rd Avenue and Harlem Avenue, 61st Street between 75th and 74th Avenues, 60th Place between Harlem Avenue and 73rd Avenue.
6. Replace sidewalks on 62nd Place and the Harlem Avenue Extender, and along the length of the Harlem Avenue Extender.
7. Improve school crossings at 59th Place and 74th Avenue by marking high visibility crosswalks.
8. Install traffic calming improvements at 74th Avenue and 60th Place, along 61st Place and along 61st Street (see toolbox for options)

Central Summit Sub Area Proposed Improvements



South Summit Sub Area

South Summit includes 63rd Street to the southern boundary of the community between Harlem Avenue and Archer Road. The 63rd Street arterial is a commercial corridor and bus route with moderate traffic volumes. Several bicycle and pedestrian crashes occurred along the route:

- Bicycle crashes: 1 incapacitating crash between 75th and 76th Avenues, two non-incapacitating crashes at 76th Ave and Harlem Avenue
- Pedestrian crashes: 1 incapacitating crash each at 75th, 74th 73rd, and Harlem Avenues; incapacitating crashes at Archer Road, 76th, and 75th Avenue

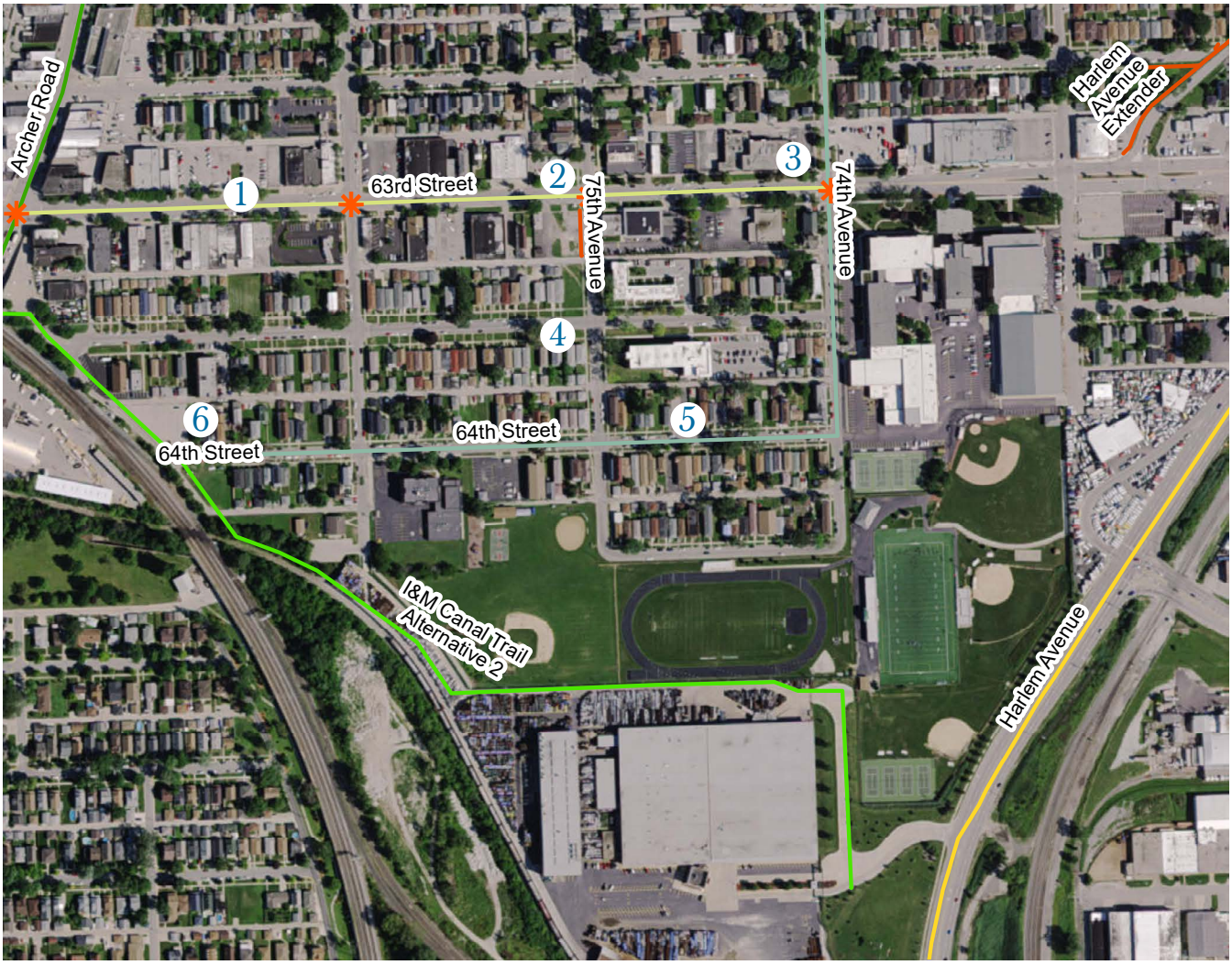
Between Archer Road and 74th Avenue, there is adequate space on 63rd Street for a bike lane

South of 63rd Street, the quiet residential community includes Argo High School and Wharton Elementary School. Improvements have recently been made to the 63rd Street and 74th Avenue crossings near Argo High School. One of the potential alignments of the I&M Canal Trail could connect to this portion of the community.

Recommendations:

- Install a bike lane on 63rd Street.
- Install high visibility crosswalks at 63rd Street and 76th Avenue.
- Install bicycle intersection crossing markings on 74th Avenue and 63rd Street.
- Continue bike boulevard south on 74th Street.
- Install bike boulevard on 64th Street.
- Replace sidewalks on 75th Avenue, south of 63rd Street.
- Install sidewalk on 64th Street if I&M alignment runs this way.

South Summit Sub Area Proposed Improvements



3

POLICIES & PROGRAMS

Creating supportive policies and programs.

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 around safety.

Develop a Vision Zero Strategy

The 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 Summit should develop a Vision Zero Action Plan to reduce all crashes.

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, Summit 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.

Implement the Complete Streets Policy

In April 2017, the Village of Summit adopted Resolution No. 17-R-02, where it committed to creating streets that serve the needs of all users of the road. Section 10 of the policy outlines implementation steps. These include:

- Incorporating Complete Streets into the budgeting process,
- Revising plans, policies and processes to ensuring the inclusion of Complete Streets into its project delivery process,
- Holding annual meetings to assess implementation of the policy and the Active Transportation Plan.

The projects outlined in Chapter 2 and the implementation and prioritization steps listed in Chapter 4 can assist the Village in the implementation of its policy. Additional information on policy implementation can be found at https://smartgrowthamerica.org/program/national-complete-streets-coalition/complete-streets-implementation/.

Alley Treatments

The Village of Summit recently began an alley resurfacing program. The project will provide a much-needed improvement to the Village's alleys for vehicles, but could encourage cars to drive faster down alleys and use them as cut-throughs.

To mitigate these issues, the Village could calm traffic in alleys by installing speed humps or constrainted right-of-way at entrances or exits.

More ideas can be found at: http://www.sfbetterstreets.org/design-guidelines/street-types/shared-public-ways/.

Safe Routes to School

Safe Routes to School is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. It provides funding for education, encouragement, enforcement and engineering projects aimed at making the trip to school safe, fun and convenient for students in elementary and middle school.

In May of 2017, the Village of Summit and staff from Cook School District 104 held a workshop to identify barriers to challenges to walking to Graves Elementary School and Heritage Middle School. Several recommendations came out to the workshop, including:

- Install a new pedestrian bridge connecting 59th Street and 59th Place.
- Install a sidewalk on 59th Place.
- Install sidewalk along bus driveway on the west side of the school.
- Make 59th Place a west-bound one-way street.
- Create a remote drop-off area to reduce vehicle traffic around the school building.
- Work with the new bakery to discourage parents from pulling into and out-of their parking lot at drop-off and pick-up time.
- Continue to install fencing along the northern boundary of the school to prevent alley drop-offs.
- Install traffic calming improvements at 74th Avenue and 50th Place and 59th Street.
- Install crosswalks on 74th Avenue and 59th Place.

Summit should continue its partnership with the school district and work on an application for Safe Routes to School funding.

Graves Elementary and Heritage Middle School Safe Routes to School Improvements

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

Speeding Education

Summit can distribute information about the impact of speeding on pedestrians and cyclists to the community through the following means:

- Use local media outlets and the Village newsletter to broadcast videos and publish articles on bike and pedestrian safety.
- Work with local businesses, schools and the park district to distribute materials on the impact of speeding on pedestrian and bicycle safety to residents.

Snow Clearing Campaign

Winter months can be especially challenging for pedestrians. Uncleared sidewalks and curb ramps make walking difficult and can increase the risk of injury. Residents and businesses should be encouraged to shovel their sidewalks within 24 hours of a snowfall. The Village can publish information in the local media outlets and distribute yard signs or flyers educating people on the importance of shoveling. Students or local youth groups can volunteer to assist residents who are unable to shovel.

Idling Campaign

Idling cars and trucks have a harmful effect on the environment and air quality. Summit can work with local schools, businesses, and residents to encourage vehicles to shut off their engines if they plan to stand for more than 5 minutes.

Encouragement Programs

Path Raising

To improve paths in the network, the Village can train residents on how to install sidewalks. Summit 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 Argo High School to produce bike racks for the Village. The Village of Summit can provide students or volunteers with materials to produce the racks. The Summit 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 Summit. 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.

Walk/Bike & Dine Events

Invite pedestrians or cyclists to enjoy a progressive dinner on foot or 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 walking and 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.

Enforcement Programs

Hold Targeted Enforcement Events

No police department can aggressively enforce all laws in all locations at all times. The Village of Summit 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.

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. Summit should create a Police on Bikes Program to implement other enforcement and educational programs.

Caught being Good Program

Summit 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 encourage children to walk and bike safely around Summit.

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 Summit. 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. The project team evaluated each recommended project in this study based on a series of criteria to determine how projects should be prioritized by Summit. 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 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 where then combined into an Overall map. The results of each analysis are detailed below.

Equity Priority Projects

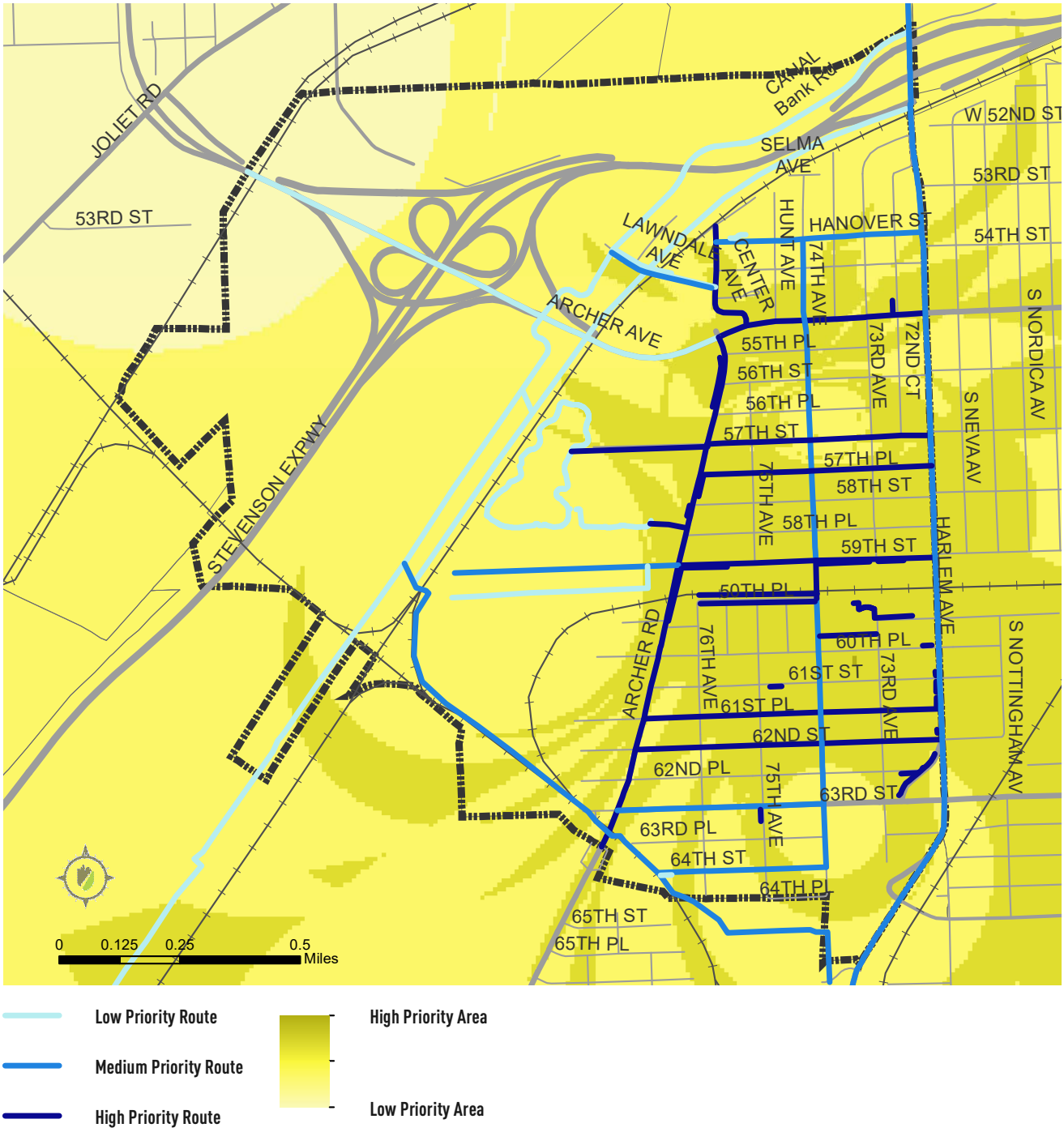
Lack of options to use alternative modes of transportation have the greatest impact on households for whom automobile ownership is a financial burden and for those who are too young or too old to drive. To better understand how to prioritize improvements in Summit, the project team compared the recommended 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:

- Bike Boulevards: 57th Place from Harlem Avenue to Archer Avenue
- Bike Lanes: 59th Street from Harlem Avenue to Archer Road
- Bike Priority Area: Archer Avenue from Harlem Avenue to Archer Road
- Bridge Improvement: Archer Road from 59th Street to 60th Street, 74th Avenue from Hanover Street to 64th Street
- Fencing: 60th Place Alley between 74th Avenue to 73rd Avenue
- Sidewalks: 72nd Court, Archer Road, 59th Street, 60th Street, 60th Place, 61st Street, Heritage Middle School bus access road, Harlem Avenue, 62nd Place, 75th Avenue

Equity Priority Projects



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: Harlem Avenue Extender, Harlem Avenue, Archer Road, 72nd Court
- Bike Priority Area: Harlem Avenue, Archer Avenue
- Bridge Improvement: 57th Street, Archer Road
- Bike Lane: 63rd Street
- I&M Canal Trail Alternative 3/Bike Priority Corridor: Archer Road

Community Engagement Priority Projects

Low Priority Route

Medium Priority Route

High Priority Route

High Priority Area

Low Priority Area

Destinations

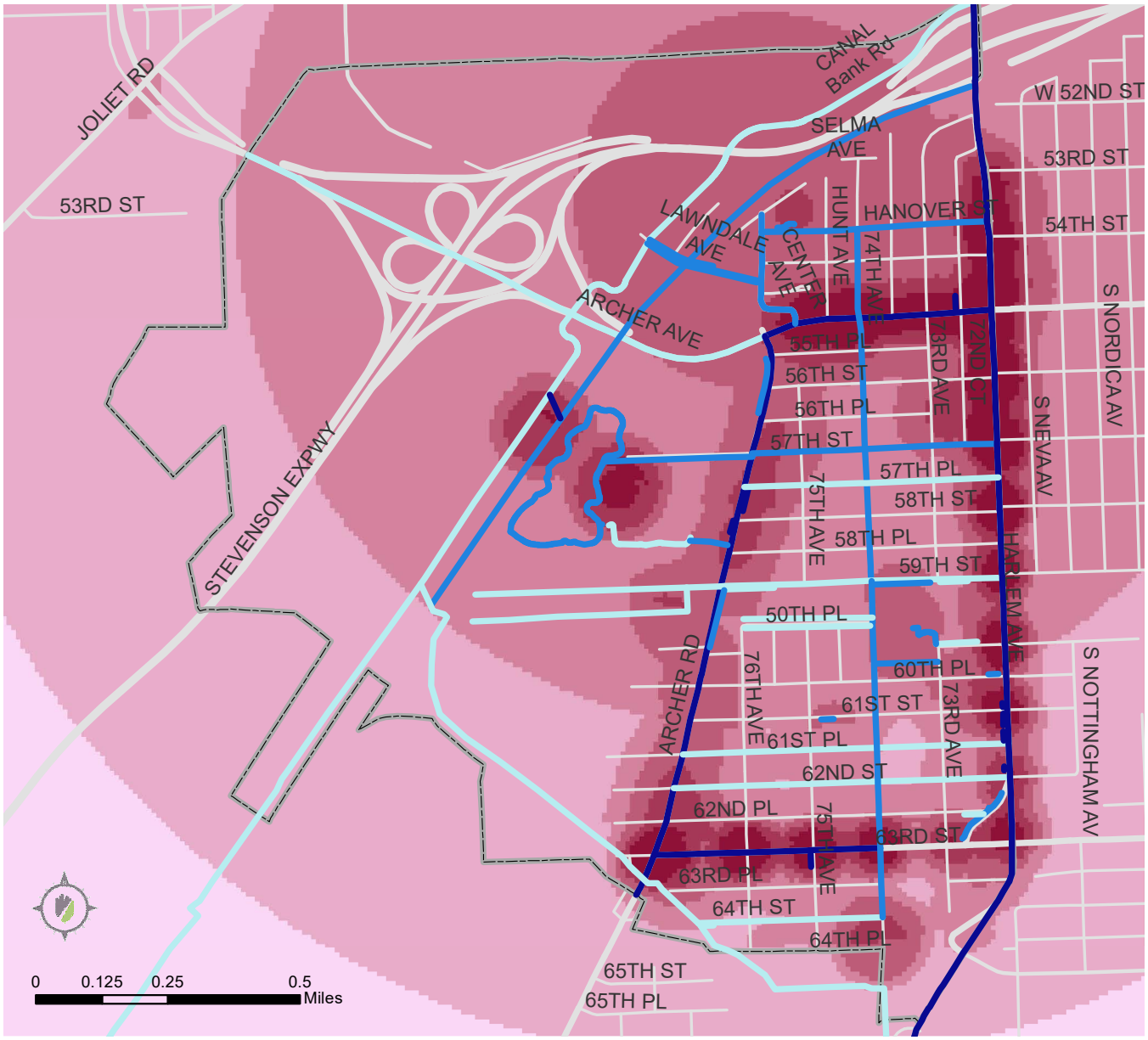
Creating a comprehensive network of active transportation facilities that get residents to key destinations they will need to reach for either daily or recreational needs is important. This analysis scored routes and intersections that connect to the highest concentration of destinations. Destination 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: Hanover Street, Archer Road, Harlem Avenue, 75th Avenue, 72nd Court
- Bike Boulevards: 74th Avenue, Center Avenue
- Bridge Improvement: 74th Avenue from Hanover Street to 64th Street
- Bike Lanes: 63rd Street
- Bike Priority Corridor/I&M Canal Trail Alternative 3: Archer Avenue
- Bike Priority Corridor: Harlem Avenue

Destinations Priority Projects



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.

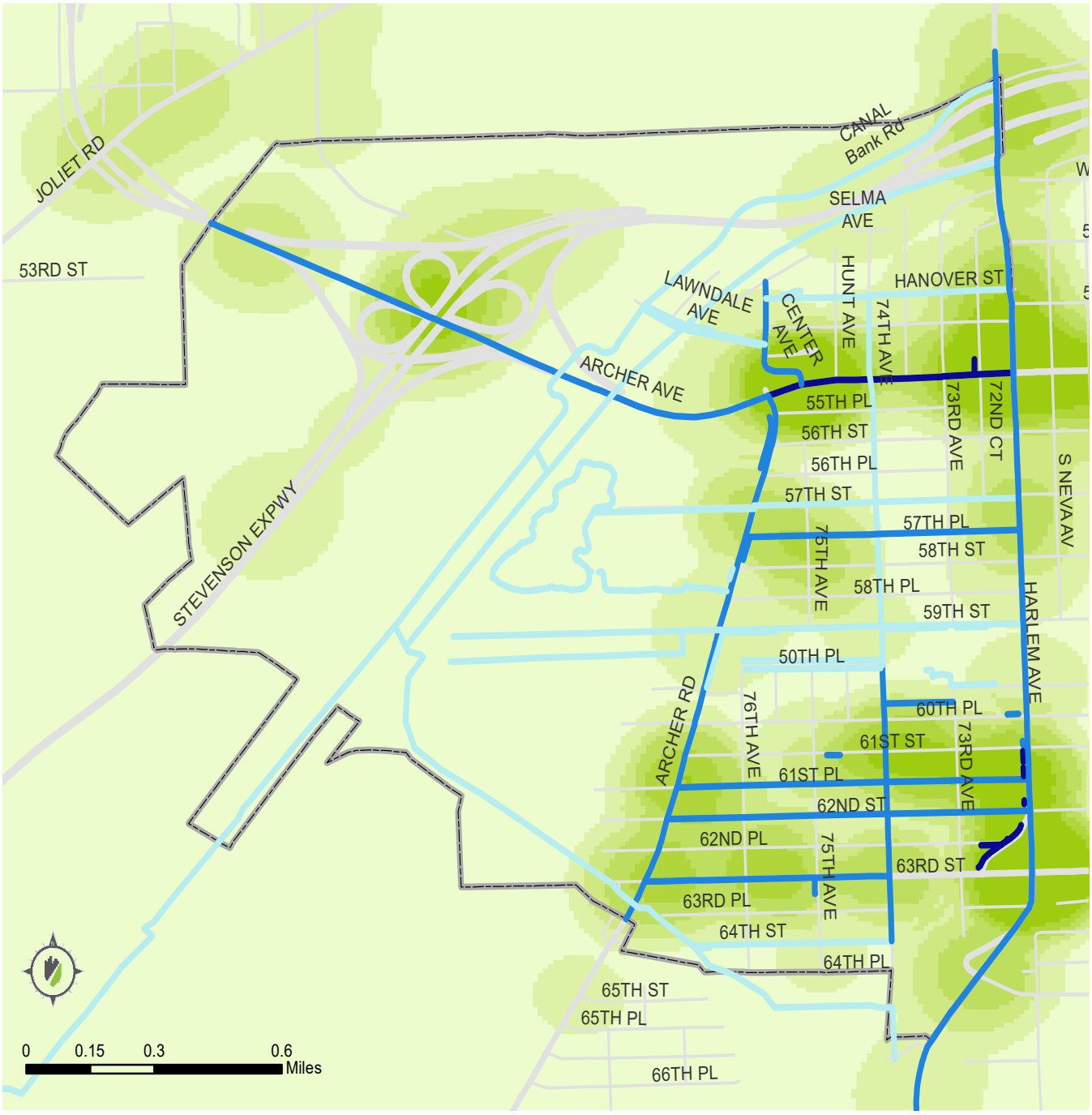
In addition to pedestrian and bike crashes, vehicle only injury and fatal crashes were also considered in the analysis. In some cases, the absence of pedestrian and bike crashes on a roadway does not mean that the roadway is safe for non-motorized users of the road. It could mean that the roadway is 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: Sidewalk Gaps on Harlem Avenue, Archer Avenue, 62nd Place, Harlem Avenue Extender
- Bike Priority Area: Archer Avenue

Safety Prioritization



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 timeline or success, including the roadway's jurisdiction, roadway and intersection geometry, previous planning studies, and options for funding the work. The analysis attempts to prioritize 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 Summit 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

Recommended Project Phasing					
Street Name	From	To	Facility Type	Comment	Recommended Phasing
63rd Street	Harlem Avenue	75th Street	Bike Lane	<Null>	High Impact
Hanover Street	Center Avenue	Harlem Avenue	Bike Boulevard	<Null>	High Impact
57th Street	Harlem Avenue	Archer Road	Buffered Bike Lane	Buffered bike lane on south side of street, 2' buffer on either side of lane	High Impact
61st Place	Harlem Avenue	Archer Road	Buffered Bike Lane	Buffered bike lane on south side fo street, 2' buffer on south side of lane to protect cyclists from parking	High Impact
61st Street	Harlem Avenue	Archer Road	Bike Boulevard	<Null>	High Impact
74th Avenue	Hanover Street	64th Street	Bridge Improvement	<Null>	High Impact
74th Avenue	Hanover Street	64th Street	Bike Boulevard	<Null>	High Impact
74th Avenue	Hanover Street	64th Street	Bike Boulevard	<Null>	High Impact
59th Street	Harlem Ave	Archer Road	Bike Lane	<Null>	Near-Term
59th Street	Archer Road	Pielet Dr	Sidewalk Gap	<Null>	Near-Term
I&M Canal Trail, Alternative 1	<Null>	<Null>	I&M Canal Trail, Alternative 1	<Null>	Near-Term
64th Street	I&M Canal Trail	76th Avenue	Sidewalk Gap	Sidewalk gap to be filled if I&M Canal Trail runs this way	Near-Term
60th Place	Harlem Avenue	73rd Avenue	Sidewalk Gap	Extend sidwalk across driveway and alley	Near-Term
Heritage Middle School	60th Street	Heritage Middle School	Sidewalk Gap	Construct new sidewalk along school bus access road	Near-Term
Center Avenue	Archer Avenue	Metra Station	Bike Boulevard	Narrow lanes at Archer Avenue intersection.	Near-Term
I&M Canal Trail Alternative 2	<Null>	<Null>	I&M Canal Trail Alternative 2	<Null>	Near-Term
72nd Court	Archer Avenue	Douglas Avenue	Sidewalk Gap	Parking lot in place of sidewalk	Near-Term
Harlem Avenue	60th Place	61st Street	Sidewalk Reconstruction	Sidewalk narrows in front of American Legion	Near-Term

Recommended Project Phasing					
Street Name	From	To	Facility Type	Comment	Recommended Phasing
Harlem Avenue	61st Street	61st Place	Sidewalk Reconstruction	Sidewalk narrows in front of apartment buildings	Near-Term
Harlem Avenue	61st Street	61st Place	Sidewalk Reconstruction	Sidewalk narrows	Near-Term
Harlem Avenue	61st Place	62nd Street	Sidewalk Reconstruction	Extend sidewalk across driveway apron	Near-Term
Harlem Avenue Extender	62nd Street	63rd Street	Sidewalk Reconstruction	Reconstruct sidewalk and widen to meet ADA requirements	Near-Term
59th Street	Harlem Avenue	Archer Road	Sidewalk Gap	Fill gaps on south side of street	Near-Term
59th Street	Harlem Avenue	Archer Road	Sidewalk Gap	Fill gaps on south side of street	Near-Term
59th Street	Harlem Avenue	Archer Road	Sidewalk Gap	Fill gaps on south side of street	Near-Term
75th Avenue	63rd Street	63rd Place	Sidewalk Reconstruction	Sidewalk in disrepair	Near-Term
59th Place	76th Avenue	74th Avenue	Sidewalk Gap	Sidewalk gap, northside & south side, add fencing to north side as barrier to railroad tracks	Near-Term
64th Street	74th Street	I&M Canal Trail	Bike Boulevard	<Null>	Near-Term
57th Pl	Archer Ave	Harlem Ave	Bike Boulevard	<Null>	Near-Term
62nd Place	Harlem Avenue Extender	73rd Avenue	Sidewalk Reconstruction	Existing sidewalk crumbling, overgrown	Mid-Term
Lawndale Avenue	Center Avenue	I&M Canal Trail	Bike Lane	Mark bike lanes, install sidewalks	Mid-Term
Archer Road	Archer Avenue	56th Place	Sidewalk Gap	Could be incorporated into future sidepath	Mid-Term
Archer Road	57th Place	58th Street	Sidewalk Reconstruction	Existing sidewalk sloped into street	Mid-Term
Archer Road	58th Street	58th Place	Sidewalk Reconstruction	Gap in front of police station	Mid-Term
62nd Place	<Null>	<Null>	Sidewalk Reconstruction	Widen sidewalk and install curb ramp to access extender sidewalk	Mid-Term
60th Place Alley	74th Avenue	73rd Avenue	Fencing	Finish fence construction to prevent alley drop-offs	Mid-Term

Recommended Project Phasing					
Street Name	From	To	Facility Type	Comment	Recommended Phasing
Summit Park Access Path	Summit Park	Summit Park Fitness Path Parking Lot	Path	<Null>	Mid-Term
Summit Park Fitness Path	<Null>	<Null>	Path	Install lighting	Mid-Term
Summit Park Access Path Extension	<Null>	<Null>	Path	<Null>	Mid-Term
Hanover Street	Center Avenue	Hunt Avenue	Sidewalk Gap	Gap in network adjacent to park	Mid-Term
Lawndale Avenue	Center Avenue	I&M Canal Trail	Sidewalk Reconstruction	Existing sidewalk crumbling, overgrown trees, not ADA	Mid-Term
Lawndale Avenue	Center Avenue	I&M Canal Trail	Sidewalk Reconstruction	Existing sidewalk crumbling, overgrown trees, not ADA	Mid-Term
60th Street	73rd Avenue	Harlem Avenue	Sidewalk Gap	Fill Gaps on north side of street	Mid-Term
61st Street	75th Avenue	74th Avenue	Sidewalk Gap	Extend sidwalk across parking lot	Mid-Term
57th Street	Archer Road	Summit Park Exercise Path	Path	Reconfigure boulevard, create path using south drive with cut-throughs for cars to access parking lot	Mid-Term
Archer Road/1st Avenue	Archer Road	Village Limit	Paved Shoulder	<Null>	Long-Term
Archer Road	59th Street	60th Street	Bridge Improvement	Conduct feasibility study	Long-Term
Archer Avenue	Harlem Avenue	Archer Road	Bike Priority Corridor	Widen sidewalk, narrow lane width and median, feasibility study required	Long-Term
Archer Road	Archer Avenue	Village Limit	I&M Canal Trail Alternative 3	<Null>	Long-Term
59th Street Path	Archer Road	Pielet Dr	Path	Construct path on tree-line to connect to industrial businesses	Long-Term
Harlem Avenue	Village Limit	Village Limit	Bike Priority Corridor	Conduct feasibility study to install sidepath on Harlem Avenue.	Long-Term

4.3 PROJECT FUNDING RESOURCES

There are multiple funding sources for transportation programs in Cook County that are applicable to Summit. Most programs are both highly competitive and require a local match, but provide grant funding opportunities for active transportation projects. Many federal transportation funds 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.

Summit should consider Safe Routes to School funding to cover project and program costs near

Heritage Middle School and Graves Elementary School.

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, such as Archer Avenue, Archer Road, and Harlem Avenue may be a good fit for this grant program.

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 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 multi-use paths 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), has 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 Summit 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.

Funding for the I&M Canal Trail feasibility study would be a good project for this grant program.

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 Summit 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 Summit. 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 Summit 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	CMAP	CMAP	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 Summit 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. Summit 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 Summit, stay updated on potential grant opportunities, reach out to Active Transportation Alliance with questions or for plan implementation assistance, and encourage residents and visitors to use the improved active transportation network. The key stakeholders who comprised the steering committee for this plan would make ideal members of the proposed council. The Council can also assist in implementing the Village's Complete Streets policy.

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.

	Priorities	Already In Place	High	High-Med	Med	Med-Low	Low
Bike Network	***Connecting the Bike Network to:***						
	Public Transit	2	1	2			
	Employment Centers		1	1	2	1	
	Shopping and Commercial Areas		1	1	3		
	Schools		4	1			
	Parks and Open Spaces	1	2	2			
	Local and Regional Trails		3		2		
Pedestrian Network	***Connecting the Pedestrian Network to:***	**Already In Place**	**High**	**High-Med**	**Med**	**Med-Low**	**Low**
	Public Transit	3	1		1		
	Employment Centers	1	1	2	1		
	Shopping and Commercial Areas	1	1	3			
	Schools	2	3	1			
	Parks and Open Spaces	2	2	2			
	Local and Regional Trails		3	1	1		
Facilities and Amenities	***Walking Improvements***	**Already In Place**	**High**	**High-Med**	**Med**	**Med-Low**	**Low**
	Sidewalk quality and connectivity		3	2			
	Safety at crossings and intersections		5				
	Mid-block crossings			1	2	1	1
	Crosswalk visibility		4	1			
	Lighting, trees, benches		1	2	1	1	
	Biking Improvements	**Already In Place**	**High**	**High-Med**	**Med**	**Med-Low**	**Low**
	Off-street trails and paths		2	3			
	On-street bike lanes			3	1	1	
	On-street separated bike lanes		2	1	1	1	
	Wayfinding signage		1	2	1	1	
	Bicycle parking		4	1			
	Transit improvements	**Already In Place**	**High**	**High-Med**	**Med**	**Med-Low**	**Low**
	Bus shelters	3		1		1	
	Accessibility to bus stops	3	1				1
	Accessibility to train stops	2	2				1
	Number and location of bus stops	3		1			1

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		2	3			
Policies requiring developers to build bicycle and pedestrian friendly sites		2	3			
Regulations on clearing bikeways and walkways from debris and snow		3	2			
Other?						

Education	Already In Place	High	High-Med	Med	Med-Low	Low
Community Campaign on Sharing the Road		3	1	1		
Youth Safety Education		4	1			
Adult Bike Education		4	1			
Other?						

Encouragement	Already In Place	High	High-Med	Med	Med-Low	Low
Bike Trip Tracking		2	3			
Walking and Biking Events		2	3			
Local Business Incentives for Pedestrians and Cyclists		1	3	1		
Community Bike Map		1	2	2		
Walk and Bike to School Day Events	1	3	1			
Social Media Campaign		2	2	1		
Other?						

Enforcement	Already In Place	High	High-Med	Med	Med-Low	Low
Training for police on enforcing bike and pedestriay safety issues		4			1	
Crosswalk Enforcement Events		4	1			
School Zones Speeding Campaign	1	6				
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 is available for purchase. It includes case studies, model policies, and development strategies revolving around Complete Streets.

"Complete Streets Policy Elements."

National Complete Streets Coalition.

http://www.completestreets.org/changing-policy/policy-elements/.

Provides a framework by which a Complete Streets policy can be designed and a basic outline of the elements of robust Complete Streets policies.

"Federal Policy Resources."

National Complete Streets Coalition.

http://www.completestreets.org/federal-policy/federal-policy-resources/.

Knowing the trends in national policies concerning Complete Streets can help reinforce local policy initiatives. The NCSC website details past federal activity concerning Complete Streets, features legislative language, and has tips for getting the attention of lawmakers at the federal level.

"Model Bike Parking Ordinance (with annotations)"

This annotated model policy for bike parking was developed through the Public Health Law and Policy (name changed to ChangeLab Solutions) http://www.changelabsolutions.org/publications/bike-parking

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.

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.

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