



Des Plaines  
Active Transportation Plan



ACTIVE TRANSPORTATION  
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# Des Plaines Active Transportation Plan

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Presented by Active Transportation Alliance, December 2011

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## Acknowledgements

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### Des Plaines Active Transportation Plan Steering Committee

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

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Brad Voehringer, Assistant Superintendent of Student Services, School District 62  
Hon. Dan Wilson, 7th Ward Alderman  
Chan Yu, Associate Planner, Community and Economic Development, City of Des Plaines

### About the Consultants

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

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

### The Active Transportation Alliance Project Team:

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# Executive Summary

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## Executive Summary

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

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### Active Transportation Network

The active transportation network recommended in this plan provides door-to-door safe, convenient access to the key places in Des Plaines. Highlights of the network include:

- Improved access to local and regional trails
- Completion of gaps in the sidewalk network
- Pedestrian improvements at key intersections along Northwest Highway, Rand Road, Oakton Street, River Road, Lee Street, Dempster Street, and Elmhurst Road.
- Bike lanes and shared lanes on several streets in the community
- Safer bicycle and pedestrian access to Des Plaines schools and parks

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### Policies

Increasing use of the active transportation network requires adoption and implementation of municipal and school policies that facilitate safe use of these facilities. This plan includes the following recommended policies:

- Safe Routes to School - Working with School Districts 59 and 62 to encourage walking and biking to school
- Complete Streets Policy - Committing to the accommodation of all road users in all future roadway projects whenever appropriate
- Safe Park Zones - Establishing higher penalties for traffic violations on designated streets adjacent to parks
- Formal adoption of the Des Plaines Unified Development Ordinance of 2010
- Bike Lane Parking Ordinance - Prohibiting parking, stopping, standing, or driving in a bike lane
- Bikeway Maintenance Policy - Including bikeways in routine roadway maintenance operations
- Crossing Guard Location Standards - Formal standards for selecting and prioritizing crossing guard locations
- Distracted Driver Ordinance - Banning the use of handheld cellular phones while driving
- Snow Clearance Ordinance - Requiring property owners to remove snow from their sidewalks

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## Executive Summary (Continued)

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### Programs

The plan provides guidance on the development of easily executed programs for education, encouragement, and enforcement. These programs are designed to get residents out walking and biking. They include:

- **Education**

- Community Media campaign to educate all roadway users on safe bicycle, pedestrian and automobile interactions

- Age-appropriate educational programs for children, teens, and adults

- **Encouragement**

- Business Spotlight Events highlighting the many places to eat in Des Plaines

- Distribution of bicycle network maps

- **Enforcement**

- Training for police officers on bicycle- and pedestrian-related issues and updates on bike and pedestrian laws

- Holding targeted enforcement events

- Rewarding young residents with tickets for showing safe cycling habits

### Implementation

The planning process does not end with the adoption of this plan. Implementation requires the dedication of elected officials, city staff, and the community. The plan includes a timeline for implementation and suggested goals and benchmarks. The appendices include resources for funding and implementing the plan's recommendations. Model policies and data used in developing this plan are also included to facilitate effective implementation.

As Des Plaines implements its bicycle and pedestrian network, it will become eligible for Bicycle Friendly Community and Pedestrian Friendly Community awards that will bring national recognition for the City's commitment to cyclists and pedestrians.



# Introduction

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## 1.1 A Vision for Livability

*“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park—all without having to get in your car.”*

—Secretary Ray LaHood, US Department of Transportation



Mayor Moylan, steering committee members, and residents are smiling because they are thinking about how to improve walking and bicycling conditions in Des Plaines.

The City of Des Plaines prides itself on a high quality of life, grounded in safe neighborhoods, excellent schools, independently owned businesses, quiet residential streets, and service-oriented government led by community involvement. Des Plaines neighborhoods are lined with mature trees and a mix of old and newer homes. The City is anchored by a vast park system including Lake Opeka and Prairie Lakes Park. With the benefits of existing parks and infrastructure, The Union Pacific Northwest Metra Line, and PACE Bus routes, along with the bordering forest preserves and Des Plaines River Trail, the City is well positioned to achieve Secretary LaHood’s livability standard.

This plan will help guide The City of Des Plaines across that “last mile” to 21st Century livability standards—place-based economic development, active lifestyle options, and sensible environmental stewardship—just as much as it guides the community across last-mile connections to the Des Plaines River Trail, Downtown Des Plaines, or Oakton Community College. Indeed, closing one gap helps to cross the other.

*The vision for Des Plaines:*

*In Des Plaines, walking, biking, and transit will be accessible options for all users. Bicycle and pedestrian facilities will provide safe connections to schools, parks, and businesses, and will be used for daily tasks to support healthier lifestyle choices.*

*The City of Des Plaines will be a vibrant and healthy community with a safe, well-lit, and complete bicycle and pedestrian network that links to schools, parks, trails, and businesses. Walking and biking will be a viable means of transportation and a fun activity for people of all ages. People will be able to walk or bike to the Des Plaines River Trail, and conveniently access the downtown Des Plaines and Cumberland Metra Stations and Pace transit service throughout the city. The City will utilize connections along the forest preserve trails and roadways to foster travel between neighboring communities to help residents access popular regional destinations.*

This vision will help create a cultural change that leads to more bicycling and walking, characterized by fun events like; *Bike & Dine, Shop by Bike, and Bike Away from Work*. Bicycling and walking activities can bring neighborhoods and families together for fun and health. Achieving the vision for Des Plaines will require a concerted effort to educate community members on walking and biking safety. It will also require infrastructure improvements such as bikeways, sidewalks, crosswalks, and bike parking, to allow the community to access any location by foot or bike and connect people to places.

## 1.2 Goals of the Plan

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

The following goals guided the development of this plan.

- **Active Transportation Infrastructure:** Provide a comprehensive transportation network that prioritizes biking, walking, and transit use. Emphasize the creation of dedicated routes and amenities to foster active transportation.
- **Health and Safety:** Build a walking, biking, and transit network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.
- **Green Connections:** Provide a comprehensive network that connects residents to parks, open space, and regional trails.
- **Institutional Connections:** Adopt policies that encourage agency collaboration between the Schools, the Parks, the City, and the private sector to make it safer and easier for residents to enjoy the Active Transportation Network.
- **People Connections:** Support biking and walking in the community through education and encouragement programs for residents.
- **Economic Development:** Encourage residents to shop at local businesses by improving biking, walking, and transit accessibility at important places in the community.



Residents discuss their preferred walking and biking routes at a community open house in April 2011.

## 1.3 Planning Process

On Saturday, April 30, 2011, residents gathered at the Des Plaines Public Library for an Open House event to share their local expertise on walking, biking, and transit and to propose solutions for improvements. Throughout March, April, and May 2011, an online survey was also available for residents to offer feedback.

Participants identified their desired active transportation network and laid the foundation for the recommendations in this plan. They have grounded this plan in the places important to them, connected by their preferred routes.

On May 11, 2011, Active Trans led a focus group at Oakton Community College in which students, staff, and faculty discussed walking, biking, and transit improvements in and around campus. Similar to the Open House event, Active Trans conducted an informative presentation on active transportation followed by a mapping exercise focused on OCC. An additional total of 60-70 hard copy surveys were collected from the student body, showing a high level of interest to improve access to the college.

A steering committee of stakeholders appointed by the City guided the work of the consultants as they fashioned public input, field research, and data analysis into a prioritized list of infrastructure, policy, and program recommendations. The consultants appreciate their time, their insight, their unique and informative perspectives, and their patience with the planning process.

*(See the acknowledgements page for a full listing of steering committee members.)*



Residents discuss ideas for improving walking and biking conditions with city staff.

## 1.4 Timeframe

The recommendations are divided into three categories: near-term, mid-term, and long-term. These categories should help the City coordinate these efforts with staffing plans and work plans.

### 1.4.1 Near-Term Priorities

#### Network:

Near-term network recommendations are generally corridors and intersections that are currently walkable and bikeable but may be aided by some low-cost improvements, such as network signage or crossing improvements.

The City received grant funding for some regionally significant corridors. These projects usually require coordination with several agencies and many years of planning. Because much of the coordination has occurred and the funding has already been secured, the projects have been classified as near-term priorities.

#### Policy and Programming:

Near-term projects could be up and running within two years. These projects involve little to no start-up costs or long-term organization. Many education and encouragement initiatives are proposed for near-term implementation to build support for later projects.

### 1.4.2 Mid-Term Priorities

#### Network:

Mid-term network recommendations are corridors and intersections where current conditions could be easily improved—with a moderate construction budget—to become more walkable and bikeable. Examples are corridors with low average daily traffic (ADT) and ample width to add bike lanes or shared lane markings, and intersections that are currently signaled but could be improved by curb extensions, transit shelters, local sidewalk completion, and other network amenities, such as benches and identity features.

#### Policy and Programming:

Although mid-term means completion is expected in three to five years, some projects require preliminary work in the near term. These projects may have initial start-up costs and coordination with community organizations. Mid-term projects generally involve more planning.

### 1.4.3 Long-Term Priorities

#### Network:

Long-term network recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues, such as high ADT or restricted road width or right-of-way.

#### Policy and Programming:

These projects, expected to begin implementation after five years, frequently depend on the completion of earlier projects and local support.

*Chapter 4: Implementation has a complete list of recommendations and suggested timing.*

### 1.4.4 Opportunistic Implementation

While this plan offers a guide to prioritizing these recommendations as near-, mid-, or long-term priorities, the City may actively seek out opportunities to coordinate implementation with private development and public projects. Private development can often trigger the need to improve the corridor frontage areas, and state and county construction and maintenance priorities can overlap with this plan's recommendations. Implementing agencies should remain aware of these types of opportunities and seek to coordinate the implementation of this plan with parallel county and regional efforts.

*Appendices D, E, and F list funding, policy, and programmatic resources.*

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## 2.1 Network Context

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### 2.1.1 The Network Defined

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

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

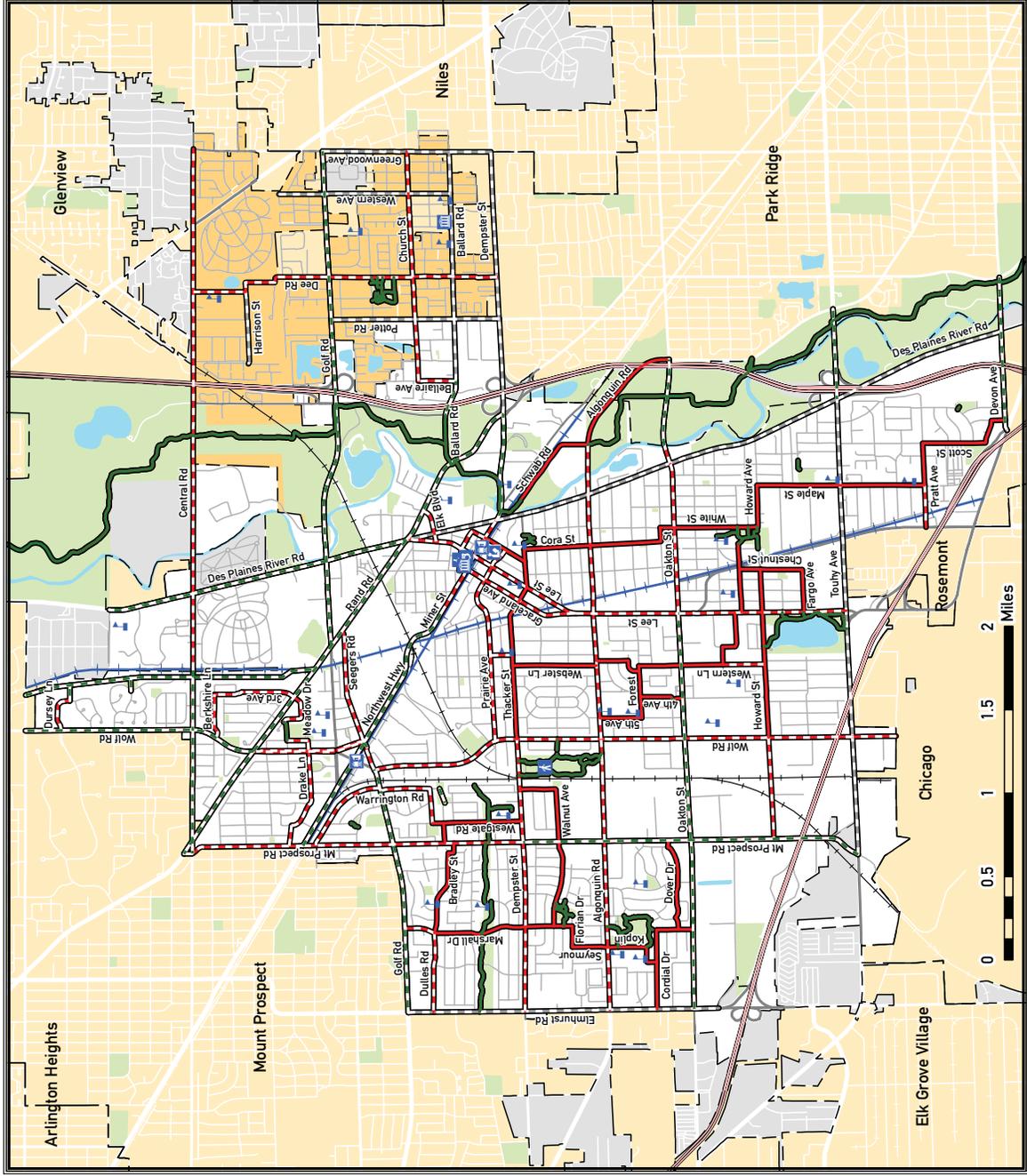
Des Plaines can implement many of these recommendations at the local level. Some, however, will require coordination with the Cook County Highway Department (CCHD) and the Illinois Department of Transportation (IDOT), as well as with neighboring municipalities. For these projects, this plan communicates the priorities of the city and its residents to those agencies and the region.

This section provides a Full Network Map for all the recommendations. The following sections break down the network into five components:

- 1 Place Connections
- 2 Active Intersections
- 3 Pedestrian Improvements
- 4 Bicycle Improvements
- 5 Transit Improvements

2.1 Network Context

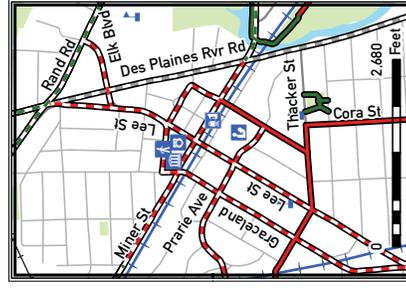
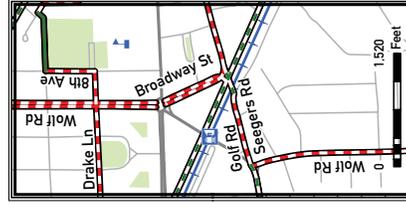
2.1.2 Full Active Transportation Network Map



Bicycle & Pedestrian Network Points of Interest

- |  |                             |  |                |
|--|-----------------------------|--|----------------|
|  | Proposed                    |  | City Hall      |
|  | Bicycle Way                 |  | Civic Center   |
|  | Pedestrian Way              |  | Police Station |
|  | Multiuse Trail or Side Path |  | Metra Station  |
|  | Bicycle Way                 |  | Library        |
|  | Infrastructure              |  | School         |
|  | Highway                     |  | Maine Township |
|  | Railroad                    |  | Park           |
|  | Metra                       |  | Park           |

Note: It is assumed that all local streets are used by bicyclists and pedestrians. Select collectors and arterials are recommended for pedestrian improvements only.



Cumberland Metra Station Area

Downtown Des Plaines



Prepared By: Active Transportation Alliance  
 Data Source: Active Transportation Alliance, City of Des Plaines & NAVTEQ 10/4/2011

## 2.2 Des Plaines Place Connections

The bicycle and pedestrian network in Des Plaines begins at every resident's front door and ends at the places they visit, laugh, learn, play, and work. The active transportation network and recommendations will help residents reach their favorite parks, trails, restaurants, shops, friends, schools, and jobs from their doorstep. Putting places first in the consideration of biking, walking, and transit improvements will help integrate sustainable, efficient, healthy living into community life.

The recommendations are organized by likely timelines for implementation—near-term, mid-term, and long-term—when the scope is relatively straightforward. If a timeline is difficult to estimate, often because of the need for stakeholder buy-in or complicated coordination, it is listed as simply a “recommendation.” For many places, access is improved by focusing on a corridor, such as Rand Road. Some places have distinct transportation needs, which are addressed separately of their associated corridor.



The Des Plaines active transportation network connects people to places. (Site of a proposed pedestrian refuge median.)

## 2.2 Des Plaines Place Connections (Continued)

### 2.2.1 Parks and Recreational Facilities

**OBJECTIVE:** Build safer and more convenient pedestrian and bicycle access to Des Plaines parks and recreational facilities.

**DESCRIPTION:** Des Plaines has many neighborhood parks and recreational facilities. These places bring together members of the community to play and socialize with their neighbors. Some of these facilities are designed for neighborhood use, while others draw visitors from throughout the community and northwest suburbs. In order to facilitate safer, more convenient access to Des Plaines parks and recreational facilities, the following best practice improvements should be made at all facilities.

#### General Recommendations

*Timeframe:* Near-term

**Signage:** Use directional signage to create awareness for recommended routes to the parks.

**Bike Parking:** Make bike parking available at each park, recreational facility and ball field. Scatter racks throughout each park with a few at each ball field, playground, and building entrance.

*Timeframe:* Mid-term

**Sidewalks and Crosswalks:** Stripe crosswalks at all entrances to parks, and include sidewalk along the park perimeter to facilitate pedestrian access. Use a ladder-style or other high-visibility crosswalk marking at main entrances and other highly trafficked entrances. Must Stop for Pedestrian signs are also appropriate at high-use park entrances, when there is no stop sign or traffic signal.

In addition to the general recommendations, specific high-use parks and facilities that draw visitors from more than a few blocks away may require additional improvements.

#### Priority Parks and Recreation Centers

The following parks and recreation centers should be prioritized for improvements:

- Leisure Center/Teen Center
- Prairie Lakes Park
- Lake Opeka and Lake Park Golf Course
- Mystic Waters Aquatic Center
- West Park
- Friendship Park
- Big Bend Lake



Newly resurfaced Des Plaines River Trail

## 2.2 Des Plaines Place Connections (Continued)

### 2.2.2 Trails and Trail Connections

**OBJECTIVE:** Build safer and more accessible trails for recreation and transportation.

**DESCRIPTION:** Des Plaines' trails provide off-street recreational and transportation connections to trail users. The Des Plaines River Trail is part of a longer trail maintained by the Forest Preserve District of Cook County, connecting from the north side of the City of Chicago to the Wisconsin State Line. The High Ridge Knolls Trail connects neighborhoods in Des Plaines to neighborhoods and shopping in Mount Prospect. Several other trails in parks throughout the community provide recreational opportunities for residents.

Although these trails offer several miles of off-street paths, they also cross major roads with high traffic volumes, making it difficult for residents to access them on foot or by bicycle. Improving these trail/street crossings, adding on- or off-street connections to the trail, and providing directional signage will increase safety and encourage more use of the trails.

#### Des Plaines River Trail

*Timeframe:* Near-term

**Sign recommended routes:** Install signage directing people to the trail on recommended routes.

*Timeframe:* Mid-term

**Boat Launch at Northwestern Woods:** A boat launch is being considered at Northwestern Woods. This launch will likely increase car traffic on Joseph Schwab Road, which is the on-street portion of the Des Plaines River Trail. Modifications to Joseph Schwab Road and the trail and any future construction projects should prioritize safe access to the trail.

**Enhance Street/Trail Crossings:** Enhance crossings at all arterial streets to facilitate safer bicycle and pedestrian crossings. High-visibility crosswalks, must stop for pedestrian signs, trail crossing signs, and pedestrian activated beacons should be considered.

*Timeframe:* Long-term

**Connect to Existing Bicycle Network:** The Des Plaines River Trail is accessible from Touhy Avenue, Oakton Street, Algonquin Road, Joseph Schwab Road, and Ballard Road. These streets currently lack on- or off-street bicycle facilities. Connecting the existing bicycle and pedestrian facilities along these streets to the Des Plaines River Trail will provide safe access for residents and draw visitors from the trail into Des Plaines.

#### High Ridge Knolls/Com-Ed Right of Way Trail

*Timeframe:* Mid-term

**Enhance Street/Trail Crossings:** Enhance crossings at Mount Prospect Road and Elmhurst Road to facilitate safer bicycle and pedestrian crossings. High-visibility crosswalks, must stop for pedestrian signs, trail crossing signs, pedestrian refuge medians, and pedestrian activated beacons should be considered.

At trail crossings in residential neighborhoods, crosswalks and signage should also be considered.



High Ridge Knolls Trail is a popular place to walk and bike, but crossings at Elmhurst Road and Mount Prospect Road can be difficult.



Most roads leading to the Des Plaines River Trail lack bicycle and pedestrian facilities. Accessing the Trail can be challenging without a bicycle and pedestrian connection.

## 2.2 Des Plaines Place Connections (Continued)

### 2.2.3 Des Plaines Public Schools

**OBJECTIVE:** Facilitate safe, easy, and convenient travel by foot or bike to schools in Des Plaines through implementation of school travel plans and partnerships with schools.

**DESCRIPTION:** Encouraging students to walk or bike to school builds healthy habits and exercise into their daily routine and decreases traffic congestion around schools. Most children attending School Districts 62, 59, 63, and 26 live less than 1 mile from their school, and often no more than a few miles from Maine West High School. These short distances make walking or biking an easy choice for students. Improvements around each school and to the recommended school walking routes (see School Travel Plans for specific routes) will help make students and parents feel safer on the way to school.

#### School District 62

*Timeframe:* Near-term

**SRTS Pilot Project:** Complete construction on the Central Elementary Safe Routes To School (SRTS) Pilot Project.

**School Travel Plan:** Implement recommendations in the City of Des Plaines School Travel Plan being developed in Fall 2011.

#### School Districts 59 and 26

*Timeframe:* Mid-term

**School Travel Plan:** Seek partnerships with School Districts 59 and 26 to begin developing school travel plans.

### Other Schools

*Timeframe:* Mid-term

**Review Arrival and Dismissal:** Work with other schools in Des Plaines to ensure safe and efficient arrival and dismissal practices, encourage development of recommended walking routes, and encourage active transportation to school.

### Maine West High School

*Timeframe:* Near-term

**Bus Connections:** Support and encourage ridership on Pace buses by offering transit shelters, benches, and route information at each bus stop adjacent to the high school.

**Signage:** Sign walking and biking routes to the school.

**Bike Parking:** Review current bike parking conditions and install racks as necessary.

*Timeframe:* Mid-term

**Sidewalks:** Complete the sidewalk along perimeter of the school. Gaps currently exist along Howard Avenue.

**Crossings:** Install pedestrian signals, ADA accessible curb cuts, and crosswalks at all signalized intersections near the school. The Wolf Road/Oakton Street and Wolf Road/Howard Street intersections are missing pedestrian amenities.

## 2.2 Des Plaines Place Connections (Continued)

### 2.2.4 Destination Corridors

**OBJECTIVE:** Facilitate safe, convenient pedestrian access by foot or bike to Des Plaines commercial corridors.

**DESCRIPTION:** The City's commercial corridors offer residents and visitors numerous shopping, dining, and work opportunities. Supporting walkable and bikable commercial destinations makes shopping local easier and more convenient for residents. By making it easier for a person to park their bike or walk across the street, they are likely to spend more time in a shopping district.

#### Northwest Highway

This corridor is an important connection to downtown Des Plaines, Metra stations, the public library, senior center, and YMCA. It is also a regional priority route for the Northwest Municipal Conference, and is currently being studied for feasibility of on-street bicycle facilities.

#### Northwest Highway-Downtown Des Plaines

*Timeframe:* Near-term

**Traffic Signal at Perry and Lee:** Install a traffic signal at Perry and Lee to facilitate safer pedestrian crossings and decrease traffic congestion at the intersection.

**Bike Route:** Sign Perry Street as a bike route and encourage use as an alternative route around downtown.

**Bike Parking:** Encourage biking to Metra stations by installing additional bike racks at the station, and consider covered bike parking.

*Timeframe:* Mid-term

**Mid-Block Crossing:** Pedestrians often cross Northwest Highway in front of the Metra station or at the Pace bus stop instead of at the traffic signal. Installing a mid-block crossing on Northwest Highway near the bus shelter will provide a refuge for safely crossing the street.

#### Northwest Highway-S-curve

*Timeframe:* Long-term

**Bicycle and Pedestrian Access:** Fill in the bicycle and pedestrian facility gap in Des Plaines active transportation network by building bicycle and pedestrian facilities through the S-curve. A culvert with sidepath should be studied at this location.



People frequently run across Northwest Highway to catch a bus or train.



The S-curve on Northwest Highway is a gap in Des Plaines's active transportation network.

## 2.2 Des Plaines Place Connections (Continued)

### Northwest Highway-Cumberland Metra

*Timeframe:* Near-term

**Bike Parking:** Encourage biking to Metra stations by installing additional bike racks at the station, and consider covered bike parking.

*Timeframe:* Long-term

**Mid-Block Crossing:** Pedestrians exiting the Cumberland Metra station must walk several blocks in either direction to cross Northwest Highway at a traffic signal. Installing a mid-block crossing on Northwest Highway will provide a refuge for safely crossing the street immediately adjacent to the Metra station.

**Traffic Signal:** Install a traffic signal at the Northwest Highway/Seegers/Broadway intersection to facilitate safer pedestrian access to the Metra station and nearby businesses.

**Seegers Road Underpass:** Connect the neighborhoods on either side of Northwest Highway and provide enhanced bicycle and pedestrian access to the Cumberland Metra station by building a railroad bicycle and pedestrian underpass at Seegers Road. The underpass will also close a gap in the Northwest Municipal Conference Golf Road Regional Priority Route.

*Refer to the Cumberland Metra TOD study for additional improvement recommendations.*

*Timeframe:* Long-term

**Metra Station Access:** Encourage pedestrian access to Metra station with pedestrian signals on the north and east legs of the intersection at the Wolf/Golf/Seegers intersection.

### Rand Road/Golf Road-Regional priority route for NWMC

*Timeframe:* Mid-term

**Sidpath:** Build a bicycle and pedestrian sidepath connecting downtown neighborhoods to the neighborhoods near Chippewa Park. Students already use this road to walk or bike to Chippewa Middle School, and installing a sidepath along this road will help them get to school safely, and help many residents access the businesses on Rand Road by foot or bike.

**Intersection Improvement:** The Lee Street/Rand Road/River Road intersection is confusing for pedestrians, and generally lacks pedestrian facilities such as crosswalks, ADA accessible curb cuts, and pedestrian signals. As part of the upcoming River Road reconstruction project, this intersection should be redesigned with pedestrian access in mind.



Rand Road has no sidewalk and many fast-moving vehicles. A sidepath on Rand Road will provide a safe place for cyclists and pedestrians connecting downtown, Chippewa Middle School, and neighborhoods to the northwest.

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## 2.2 Des Plaines Place Connections (Continued)

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### River Road

*Timeframe:* Mid-term

**Pedestrian Route:** Complete missing gaps in the sidewalk network along River Road to encourage pedestrian access to businesses on River Road and increase accessibility of the Des Plaines River Trail from nearby neighborhoods.

**River/Elk Intersection Improvement:** Improve the intersection for pedestrians by installing pedestrian facilities such as crosswalks, curb ramps, and pedestrian signals.

### Oakton Street

*Timeframe:* Near-term

**Station Area Study:** Bicycle and pedestrian access and accommodations should be considered as part of the upcoming North Central Service Station area study.

**On-Street Bicycling:** Install pavement markings and “share the road” signage on Oakton Street between Lee Street and River Road to increase awareness for cyclists and encourage safe cycling behaviors. Paint lines to demark the existing parking spaces on the street as a way to discourage cars from driving in the parking spots.

*Timeframe:* Mid-term

**Streetscaping:** Upgrade sidewalks, bicycle parking, and streetscaping on Oakton Street. Prioritize the business district between Lee Street and River Road for improvements.

*Refer to the Oakton Corridor Study for specific improvements.*

*Timeframe:* Long-term

**Sidepath:** Install a sidepath between River Road and Algonquin Road to connect to the Des Plaines River Trail.

### Elmhurst Road

*Timeframe:* Long-Term

**Crossings:** Upgrade signalized crossings to include pedestrian signals and crosswalks. Prioritize crossings at Oakton Street and Algonquin Road.

**Sidewalks:** Complete gaps in the sidewalk network.

**STAR Line:** Construct pedestrian and bicycle improvements to connect to the proposed STAR Line Metra station.

*Refer to the Elmhurst Road Corridor Study for additional recommendations.*

### Lee Street/Graceland/Mannheim Road

*Timeframe:* Mid-term

**Lee/Mannheim Intersection Improvement:** Improve the Lee Street/Mannheim Road intersection just south of Oakton Street, with pedestrian signals, crosswalks, ADA accessible curb cuts, and other pedestrian accommodations to support a safer pedestrian environment.

**Mannheim/Touhy Intersection Improvement:** Improve the intersection for pedestrians by installing pedestrian facilities such as crosswalks, curb ramps, and pedestrian signals.

*Timeframe:* Long-term

**Bike Lanes:** Narrow the travel lanes on Lee Street and Graceland between Oakton Street and Downtown Des Plaines, and install bike lanes. Consideration for buffered or protected bike lanes should be made.

### Dempster/Thacker Street

*Timeframe:* Mid term

**At-Grade Railroad Crossing:** The at-grade railroad crossing between Wolf Road and Mount Prospect Road on Thacker Street is along a school walking route and connects major park facilities with residential areas. Pedestrian improvements at this crossing such as pedestrian gates at the railroad tracks, restriping of crosswalk markings, and pavement improvements will improve pedestrian access to nearby schools and parks.

## 2.2 Des Plaines Place Connections (Continued)

### 2.2.5 Oakton Community College

**OBJECTIVE:** Provide safe, convenient bicycle and pedestrian connections for the thousands of students, staff, and faculty that visit Oakton Community College each day.

**DESCRIPTION:** Oakton Community College is accessible by either Golf Road or Central Road. Both of these streets are high-speed, high-volume roads with lots of fast-moving traffic and no sidewalks, bike lanes, or other facilities for bicycles and pedestrians.

*Timeframe:* Near-term

**Central Road:** Expedite construction of the Central Road shoulder paving project, which received federal grant funds, to provide a space for cyclists along Central Road through Des Plaines.

*Timeframe:* Mid-term

**Trail Connection:** Build a spur of the Des Plaines River Trail to connect the existing trail to campus.

*Timeframe:* Opportunistic

**Central Road/I-294 Overpass:** Support improvements to Central Road at this overpass. This overpass needs upgrades in order to provide space for pedestrian and bicycle access. This bridge is just outside the Des Plaines jurisdiction, but affects the transportation mode choice of people making trips in and out of the City.

**Central Road at Union Pacific Railroad Bridge:** Support reconstruction of the railroad overpass of Central Road east of campus. Car travel lanes are extremely narrow under the bridge, and there is insufficient space for a car and bicycle or pedestrian to pass under the bridge at the same time. This bridge is just outside the Des Plaines municipal boundary, but affects the transportation mode choice of people making trips in and out of the City.

**Golf Road/I-294 Overpass:** Golf Road at this overpass needs upgrades to the current pedestrian environment to create safer crossings at the I-294 entrances and a larger buffer between the sidewalk and traffic.

**Golf Road at the Union Pacific Railroad Bridge:** The Golf Road underpass needs reconstruction in order to provide space for bicycle and pedestrian access. This location is currently an obstacle for providing bicycle and pedestrian facilities on Golf Road.

### 2.2.6 Regional Connections

**OBJECTIVE:** Provide bicycle and pedestrian connections to regional destinations outside Des Plaines.

**DESCRIPTION:** There are many key northwest suburban destinations just outside the jurisdictional boundary of Des Plaines that are a few critical connections away from being walkable or bikeable for Des Plaines residents. Examples of these key destinations include the CTA Blue Line stop at Rosemont, All-State Arena, and Busse Woods.

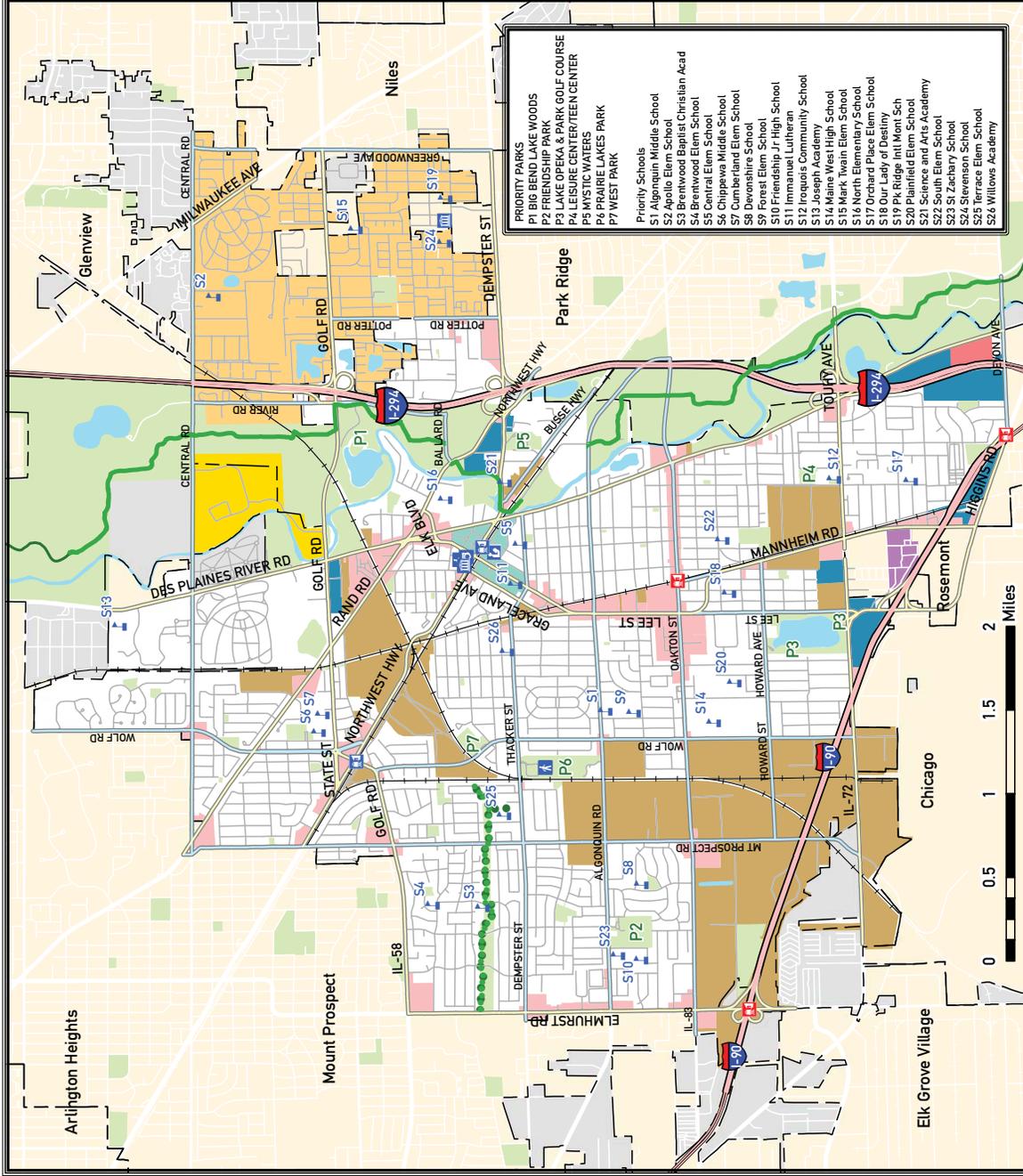
**Coordinate Regional Connections:** Des Plaines should continue working with nearby communities as well as the Northwest Municipal Conference to coordinate and implement regionally significant bicycle and pedestrian projects.

**Regional Corridors:** Through a regional planning process, the Northwest Municipal Conference, which covers a large number of municipalities in north Cook County, assembled a set of corridors of regional significance to be prioritized for bicycle improvements. The long-term goal is to improve bicycle facilities along the full length of each corridor to provide connections throughout the region.

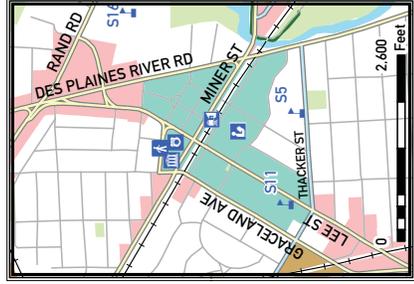
*The Places Map illustrates the location of each regional corridor.*

2.2 Des Plaines Place Connections (Continued)

2.2.7 Places Map



- Existing Trails**
- Des Plaines River Trail
  - High Ridge Knolls Park
- Infrastructure**
- Highway
  - Arterial
  - Collector
  - Street
  - Railroad
- Points of Interest**
- Government Building
  - Civic Center
  - Police Station
  - Metra Station
  - Future Metra Station
  - Library
  - School
- Key Destinations**
- All State Arena
  - Oakton Community College
  - Central Business District
  - Rivers Casino
  - Maine Township
- Land Use**
- Retail
  - Light Industrial
  - Office
  - Park
  - Water



Prepared By: Active Transportation Alliance  
 Data Source: Active Transportation Alliance, City of Des Plaines & NAVTEQ 10/4/2011

## 2.3 Active Intersections

### 2.3.1 Crossing Improvements

**OBJECTIVE:** Upgrade the active transportation network with best-practices traffic control devices, such as countdown timers, ladder-style crosswalks, bi-directional curb cuts, and pedestrian refuges, where appropriate.

**DESCRIPTION:** A near-miss by a car or long waits to cross safely will quickly discourage a person from choosing active transportation. Improving crossings is a cost-effective strategy to encourage walking, biking, and transit use. Crossing improvements also save lives. These simple improvements are recommended at all of the network's major intersections.

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

**Curb Cuts:** Install bi-directional curb cuts and truncated domes. All new intersection crossings should be equipped with bi-directional curb cuts and truncated domes to insure the intersection complies with ADA standards. These amenities direct people with visual impairments through an intersection at a crosswalk.

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

Given the current state of technology, countdown pedestrian signals will not work with railroad interconnected traffic signals, such as the signals downtown. As technology advances, these types of signals may become available.

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

**Mid-Block Crossings:** Install pedestrian islands and refuges at key mid-block crossings. A refuge decreases the crossing distance by allowing bikes and pedestrians to travel across fewer lanes of traffic at a time when trying to cross the street.



Example of a ladder-style crosswalk with bi-directional curb cuts and a curb extension.



Pedestrian signals with timers convey the actual time someone has to safely make it through the intersection.



A pedestrian refuge allows for pedestrians to cross one travel lane at a time.

## 2.3 Active Intersections (Continued)

### 2.3.2 Network Connection Points

**OBJECTIVE:** Define key intersections as gateways to Des Plaines and as central hubs of activity. These connection points identify the active transportation network, help users connect between modes of transportation (such as from bicycling to transit), align improvements and land use, and guide this plan's implementation.

**DESCRIPTION:** This plan recommends that gateway and hub intersections be developed as key network connection points. These intersections should be considered when evaluating proposals for transportation improvements and are an opportunity to tie transportation decisions to the surrounding land uses. Gateways and hubs are opportunities to implement traffic calming measures, start or end on-street bike facilities, and change the posted speed or lane configuration. These intersections should be considered within the scope of redevelopment projects or corridor studies.

#### Gateways:

Gateways identify an intersection as an entrance to a community, and sometimes to key districts. Gateways should be prioritized for network wayfinding signs and identity features, such as public art installations and banners.

#### Gateways treatments include:

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



Conceptual drawings of a gateway from the Des Plaines Comprehensive Plan. Gateway elements in this image include signage, decorative crosswalks, and plantings.

## 2.3 Active Intersections (Continued)

### Hubs:

Hubs are the central places within communities and neighborhoods, or the key intersection in a pedestrian-oriented district. These are places along bike- or pedestrian-friendly routes that are destinations. Ideally, a hub offers connections to transit and nearby access to businesses, schools, recreational facilities, and hospitals. Hubs should be prioritized intersections for the placement of network amenities such as transit shelters, bike parking, benches, and human-scale lighting.

### Hub treatments include:

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



Hub intersections are centers of activity for cyclists, pedestrians, transit riders, and motorists.



## 2.4 Pedestrian Improvements

### 2.4.1 Pedestrian Ways

The pedestrian network functions best when it is well connected and complete. Completing a network can easily be accomplished through elimination of sidewalk gaps, providing buffers for walkways along busy roads, wider sidewalks in areas with heavy pedestrian traffic, and signage to aid pedestrians in getting around.

*The following recommendations and map illustrate the location and type of pedestrian improvements that should be made.*

#### Residential Streets

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

**DESCRIPTION:** Des Plaines has many low-traffic, residential streets where people feel comfortable walking and biking. These streets could be enhanced by working with residents to maintain and replace broken sidewalk, completing gaps in the sidewalk network, and installing traffic calming measures where conditions and resident support are available.

*Timeframe: Ongoing*

Work with residents to upgrade and maintain sidewalks in front of their homes as part of the City's Sidewalk Repair Program.

Install sidewalks where they are missing.

Install traffic calming measures to slow traffic and increase safety for cyclists and pedestrians.



Speed humps (top) and curb bump-outs (bottom) are examples of traffic calming measures that can make neighborhood safer for cyclists and pedestrians.



#### Complete Sidewalk Connections

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

**DESCRIPTION:** Important destinations are often along collector and arterial streets, where walking along the street as well as crossing feels uncomfortable and dangerous. Filling sidewalk gaps along these major corridors will help residents access the key destination along these corridors.

While standards allow sidewalks to be as narrow as 5 feet if separated from the road edge or curb, this plan recommends 6-foot-wide sidewalks wherever possible. The extra width allows comfortable side-by-side walking and better accommodates the occasional child or beginning cyclist avoiding street traffic. An additional landscaping or street furniture zone buffer to separate pedestrians from the roadway of 5 feet or more is also recommended.



Completing gaps in the sidewalk network helps residents get around by foot.

## 2.4 Pedestrian Improvements (Continued)

### Pedestrian Priority Corridors

**OBJECTIVE:** Encourage and support pedestrian activity along arterial corridors and commercial areas with higher volumes of foot traffic.

**DESCRIPTION:** Complete or update pedestrian-oriented corridors with sidewalk intended for higher volumes of pedestrian traffic, crosswalks, and pedestrian signals. Encourage installation of street trees, furniture, and urban design elements as described in Section 2.4.2: Pedestrian Amenities.

With current street configuration, there is limited space for on-street bicycle facilities on many of these streets. However, bicycle facilities should be considered as part of future roadway projects on these streets.

### Sidepaths

**OBJECTIVE:** Install sidepaths in areas where there is currently no existing sidewalk and where there are opportunities to coordinate bicycle and pedestrian priorities into one shared facility.

**DESCRIPTION:** See sidepath description in Section 2.5.1: Bicycle Network.

### Trails

**OBJECTIVE:** Construct off-street trails to complete gaps in the active transportation network and provide connections to regional trails.

**DESCRIPTION:** See trail description in Section 2.5.1: Bicycle Network.

### 2.4.2 Pedestrian Amenities

#### Pedestrian Furnishings and Features

**OBJECTIVE:** Install amenities to make walking a more inviting, more attractive option in Des Plaines.

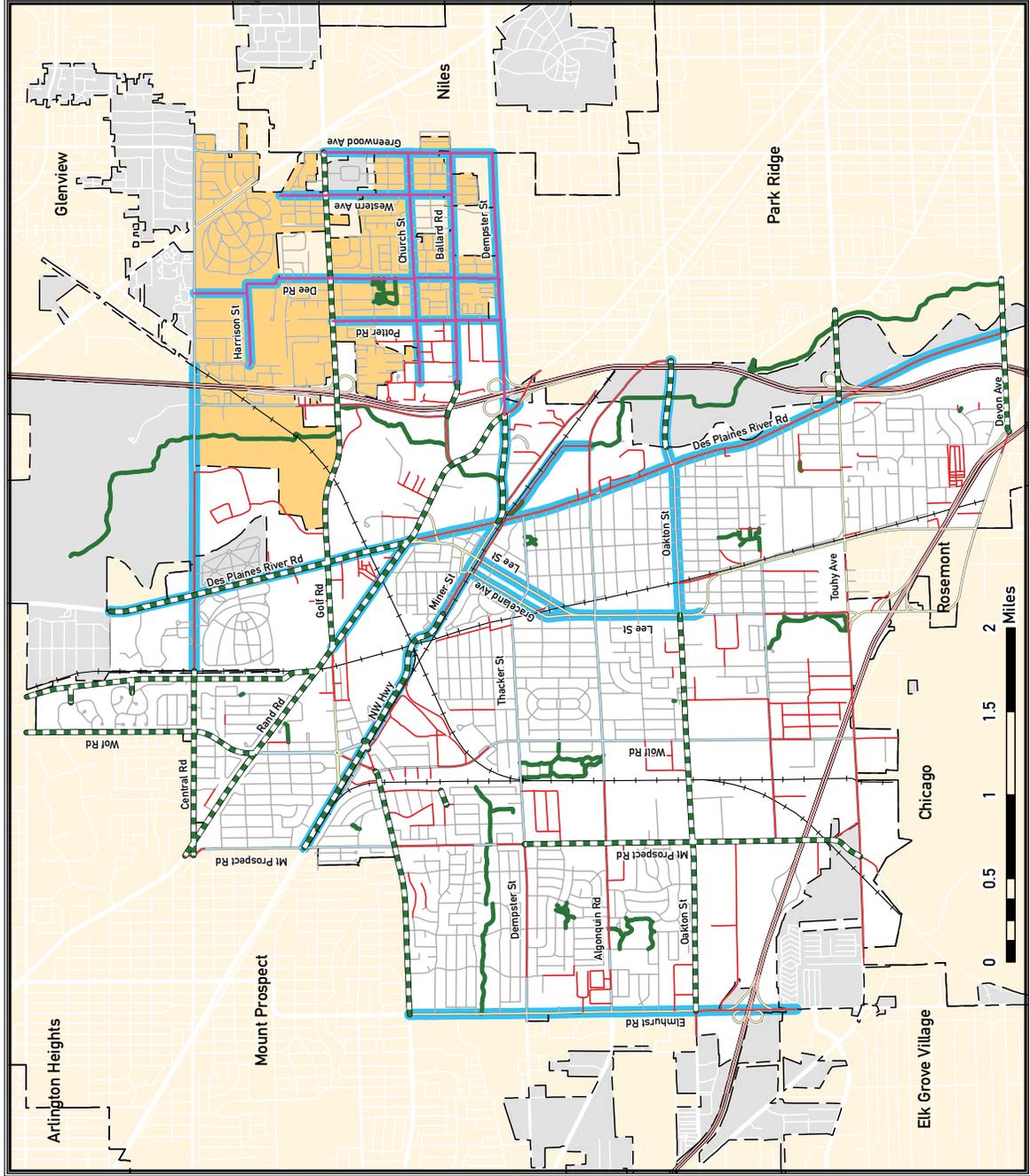
**DESCRIPTION:** Pedestrians are sensitive to character and convenience features, which can encourage more people to walk further, as well as more often. Some examples include: decorative lighting, sit walls, benches, trash cans, trees, plantings, and public art. These amenities are most effectively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



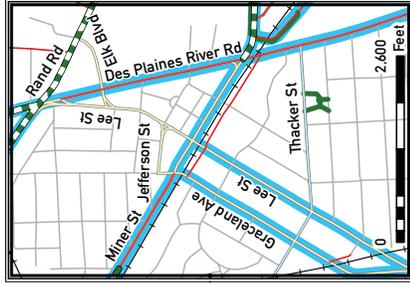
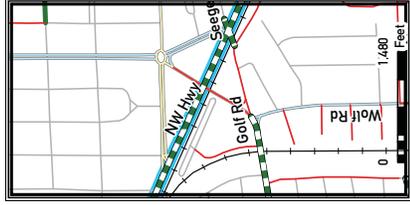
Examples of pedestrian amenities include wide sidewalk, benches, trees, and decorative lighting.

2.4 Pedestrian Improvements

2.4.3 Pedestrian Network Map



- Pedestrian Network**
  - Existing Multiuse Trail or Sidepath
  - Proposed Multiuse Trail or Sidepath
  - Sidewalk Gap
- Pedestrian Priority Corridor**
- Infrastructure**
  - Highway
  - Arterial
  - Collector
  - Street
  - Railroad
- Maine Township**



Cumberland Metra Station Area

Downtown Des Plaines



Prepared By: Active Transportation Alliance  
 Data Source: Active Transportation Alliance, City of Des Plaines & NAVTEQ 10/4/2011



## 2.5 Bicycle Improvements

### 2.5.1 Bicycle Ways

The bicycle network in Des Plaines is made up of neighborhood streets, bike routes, shared lanes, bike boulevards, trails, and paths. Constructing a complete and connected network will encourage biking in a safe and efficient manner throughout the community.

#### Designated Bike Routes

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

**DESCRIPTION:** Many Des Plaines streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes include streets with wide outside lanes and paved shoulders, as well as low-traffic residential streets. Many residents and most visitors are unaware of the City's bike-friendly routes. Signing the network early on provides immediate value and encouragement to cyclists while raising all users' awareness and acceptance of cycling within the city. The bikeway signs also do double duty, appreciated by drivers and pedestrians looking for specific destinations within the city.

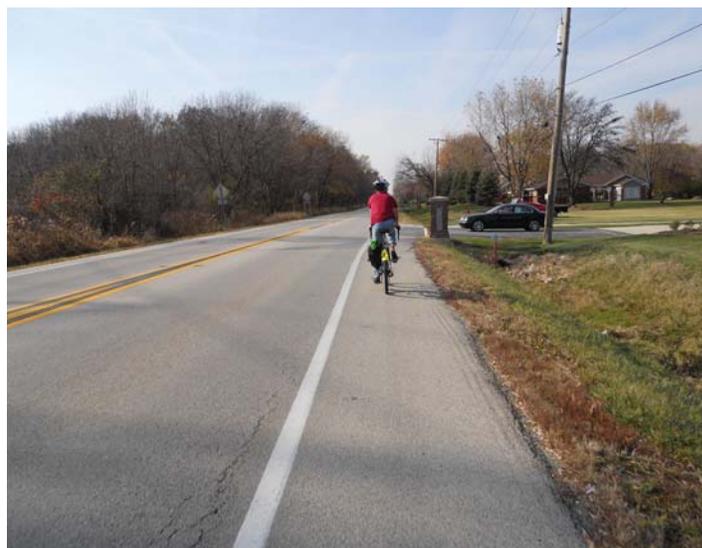
#### Paved Shoulders

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

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



Signed routes show cyclists which streets are recommended for bicycling.



Paved shoulders give cyclists a place to ride.

## 2.5 Bicycle Improvements (Continued)

### Shared Lane Markings

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

**DESCRIPTION:** Marked shared lanes help drivers expect and accept cyclists in the street, and the markings encourage drivers to pass bicyclists with caution at an acceptable distance. For bicyclists, marked shared lanes encourage legal behavior, such as riding on the street with traffic, and raise cyclists' comfort levels, helping them ride more predictably and safely. Shared lane markings are most commonly found on streets with a minimum 13' travel lane, but can be used on narrower streets to raise awareness of cyclists and encourage cyclists to ride on the right side of the street.

Where on-street parking is permissible, shared lane markings should be placed outside the parking lane, with the center of the marking 11' from the curb face. If on-street parking is not allowed, the markings should be centered 4' from the curb face.



Shared lane markings indicate places where motorists and bicyclists share the road.

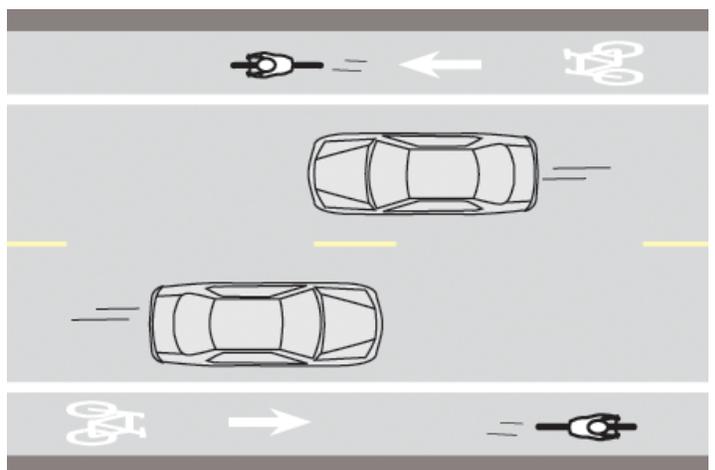
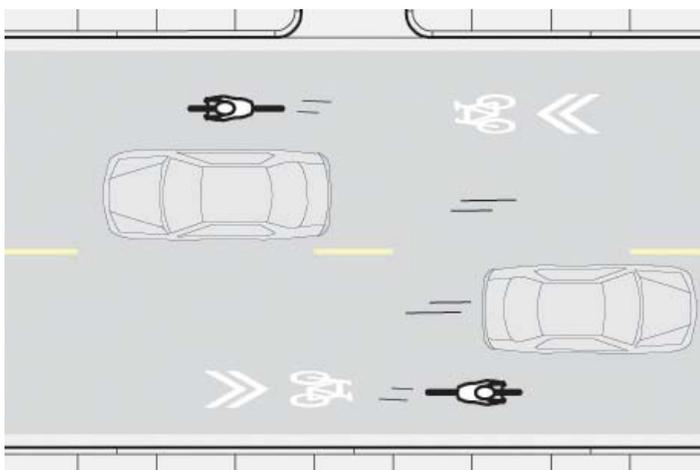
### Bicycle Lanes

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

**DESCRIPTION:** Bike lanes offer the highest level of comfort for drivers and cyclists on streets with heavy traffic. On high-traffic streets with sufficient width, establish 5' travel lanes exclusively for bicyclists' use. Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists, and help bicyclists and drivers behave predictably when sharing road space. Bike lanes have also been found to lower motor vehicle speeds, which results in fewer crashes and lower crash severity for all users. Bicycle lanes require regular sweeping to clear road debris.



Bike lanes create separated spaces for cyclists and drivers.



## 2.5 Bicycle Improvements (Continued)

### Road Diet

**OBJECTIVE:** Accommodate additional types of roadway users by putting the road on a “diet.”

**DESCRIPTION:** Road diets are often conversions of four-lane undivided roads into three lanes (two through lanes and a center two-way left turn lane). Narrowing a roadway by reducing the number of lanes or lane width is a traffic-calming strategy used to decrease congestion caused by left turning vehicles, making space for other roadway user types. The former right of way of the fourth lane could be used for bicycle lanes, sidewalks, and/or on-street parking. Pedestrian refuge islands, bump-outs, and flare-outs can easily be integrated with road diets.

### Sidepaths

**OBJECTIVE:** Install sidepaths in areas where there are currently sidewalk gaps along major streets with few driveway entrances and street intersections.

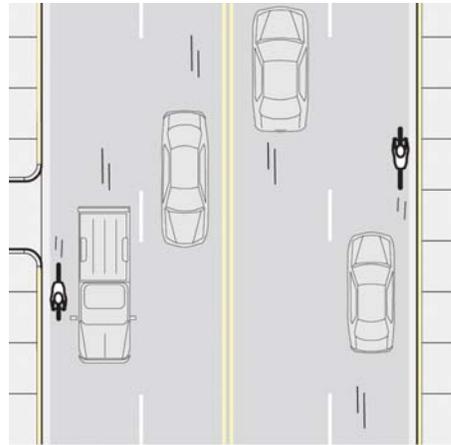
**DESCRIPTION:** Sidepaths are a good option for corridors that have higher traffic counts, higher vehicle speeds, and few driveway entrances and curb cuts. Sidepaths parallel a street, and are shared by pedestrians and bicyclists. They can provide a pleasant riding experience for a wide range of cyclists, including those with a low tolerance for sharing the road with motorized traffic, and they tie in well with regional trail networks. Driveway entrances and street intersections are particularly dangerous conflict points for cyclists; sidepath applications should minimize both.

If the sidepath is only being constructed on one side of the street, feasibility analysis should be conducted to assure that there is safe and ample crossing from the opposite side. These facilities should be a minimum of 8’ wide, but preferably 10’–12’ feet.

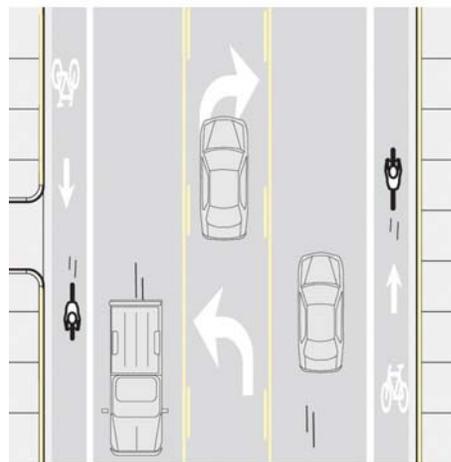
### Trails

**OBJECTIVE:** Construct off-street trails to complete gaps in the active transportation network and provide connections to regional trails.

**DESCRIPTION:** When right of way is available, a trail should be constructed to provide additional connectivity for the active transportation network. Trails can provide important connections to regional trail systems and provide great opportunities for recreation and longer-distance active transportation. Limited access and few intersections make trails useful local and regional connections within the active transportation network.



Existing conditions before a road diet



Proposed conditions after a road diet

Putting roads on a “diet” creates space for additional types of roadway users.



Sidepaths are a way to accommodate bicycles and pedestrians parallel on arterial roadways.



Trails can be short cut-throughs connecting neighborhoods or regional connections between communities.

## 2.5 Bicycle Improvements (Continued)

### 2.5.2 Bicycle Amenities

This is a list of improvements that could be made in the near term to encourage cycling, improve safety, and reduce crossing hazards.

#### Bicycle Network Signs

**OBJECTIVE:** Sign the Des Plaines bicycle network using signs that display destination, direction, and distance.

**DESCRIPTION:** The 2009 MUTCD includes specifications for wayfinding signs. In the near term, the City should use the Bike Network Map to guide which streets and major destinations to sign, focusing on existing routes that local cyclists identified as most comfortable for cycling. Sign the longer-term portions of the active transportation network as it develops.

#### Bicycle Parking

**OBJECTIVE:** Throughout Des Plaines, install inverted-U or functionally similar bike parking racks at commercial retail areas, public buildings, and parks, and on public property near businesses and multi-unit residences.

**DESCRIPTION:** Racks should be located within clear view of the destination's entranceway, preferably as close as the closest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100' away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up.

Bicycle parking should be located throughout the community on every block with stores or restaurants, at every school, park, and recreational facility, and at every office building. For destinations frequently visited by cyclists or where bicycles will be parked for a longer period of time, such as at a Metra station, covered bicycle parking should be considered in addition to racks.

Bike parking installation should focus on the places identified in this plan, and at hubs (see maps 2.2.7 and 2.3.3). By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.

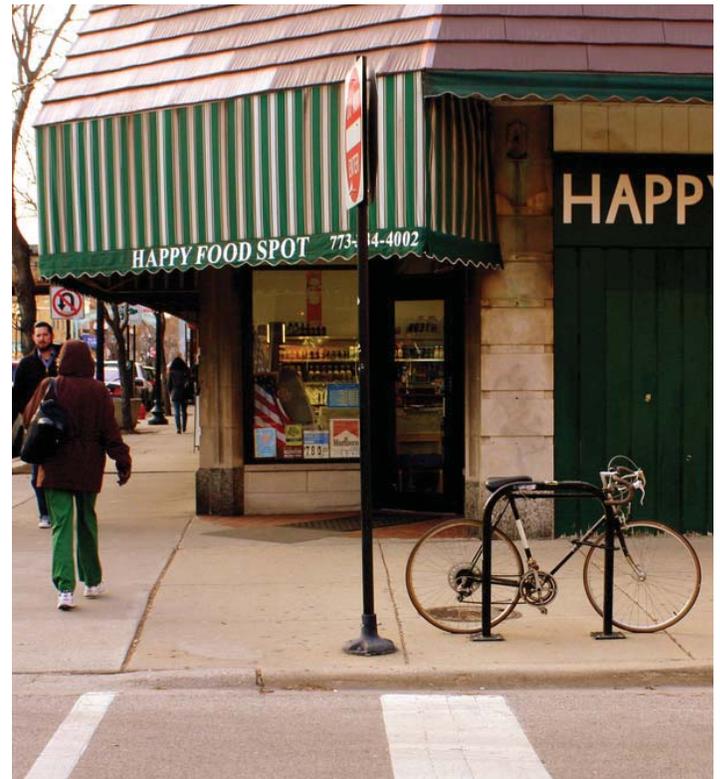
*Specific recommendations about the type and locations recommended for installation of bike racks can be found in Appendix G.*

#### Traffic Signal Detectors for Bicycles

**OBJECTIVE:** Place consistent markings at signalized intersections using vehicle detector loops to show cyclists where to place their bike for detection by demand-actuated signals.

**DESCRIPTION:** Unless properly positioned over an in-pavement detector loop, most bikes will not activate demand-actuated traffic signals. The MUTCD placement marking shows cyclists where to position their bicycle. Bicycle detector loops should be placed in the right lane for right-turning and through bicycle traffic, as well as in the left turn lane for left-turning bicycle traffic so cyclists can activate a green left turn arrow.

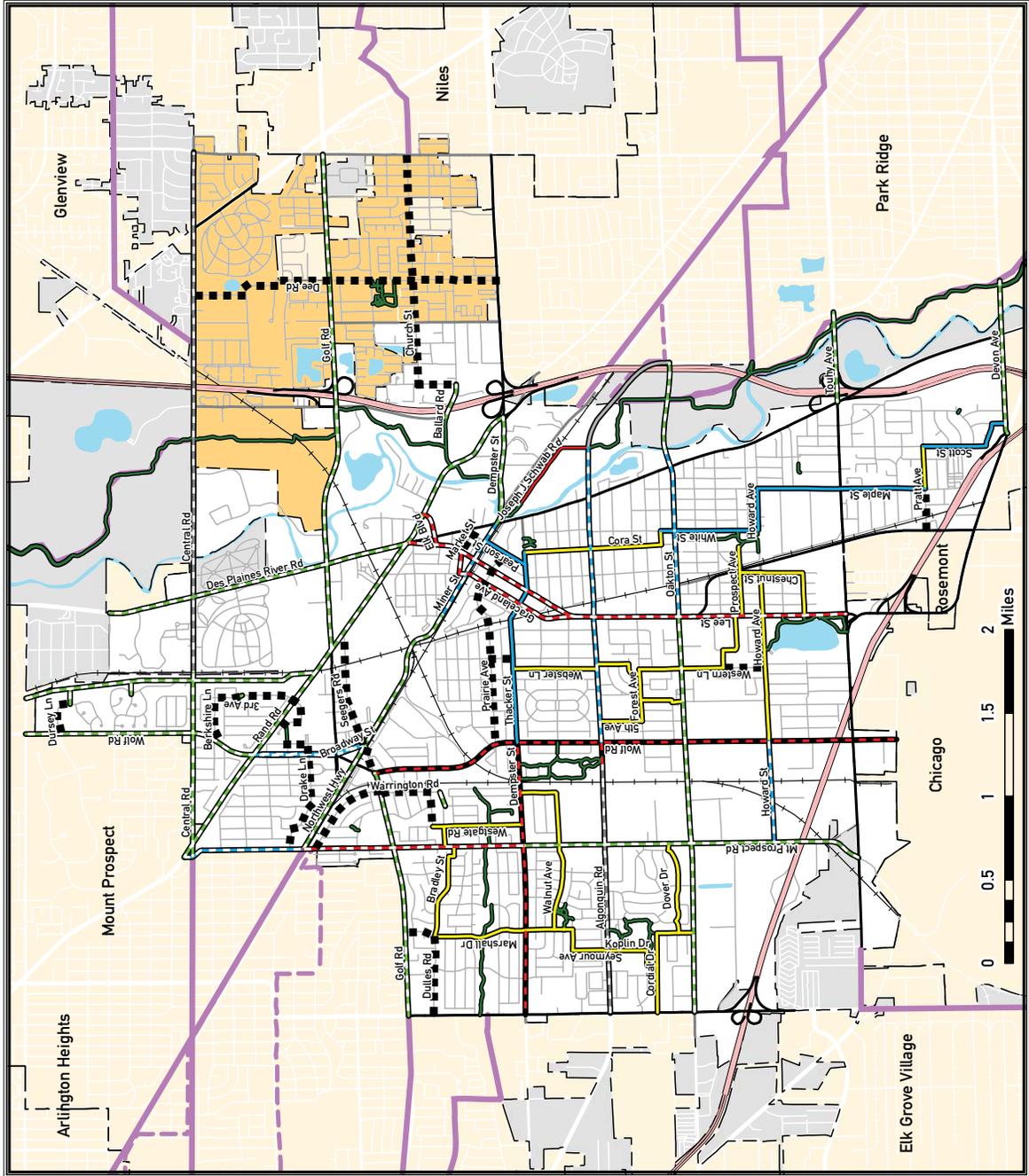
Some traffic signal loop detectors will not detect a bicyclist regardless of the bike's position. A near-term priority is to adjust these loop detectors so they will detect most cyclists.



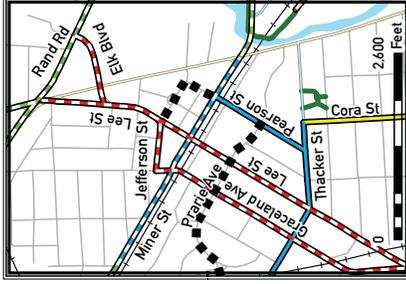
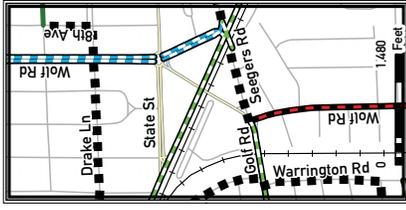
Bike racks offer a secure place for people to lock their bicycles.

2.5 Bicycle Improvements (Continued)

2.5.3 Bicycle Network Map



- Bicycle Network**
- Existing
    - Bike Lane
    - Bike Route
    - Paved Shoulder
    - Shared Lane
    - Multituse Trail or Sidpath
  - Proposed
    - Bike Route
    - Bike Lane
    - Paved Shoulder
    - Road Diet With Bike Lane
    - Shared Lane
    - Side Path or Trail
  - NWMC 2010 Regional Corridors
    - Primary Alignment
    - Alternate Alignment
- Infrastructure**
- Highway
  - Arterial
  - Collector
  - Street
  - Railroad
  - Maine Township
  - Water



Cumberland Metra Station Area  
Downtown Des Plaines



Prepared By: Active Transportation Alliance  
Data Source: Active Transportation Alliance, City of DesPlaines & NAVTEQ 10/4/2011

## 2.6 Transit Improvements

Connections to transit are one of the primary functions of the Des Plaines active transportation network. Transit service helps residents choose active transportation for many of their longer daily trips. People are generally willing to walk or bike up to 10 minutes to a dependable and direct transit access point, which is roughly a one-half-mile walk or a two-mile bike ride. Locating and planning for multi-modal connections in the local network can help coordinate the local system with regional transit service.

### 2.6.1 Bus Routes and Stops

**OBJECTIVE:** Create awareness for routes and increase access to buses by using more bicycle- and pedestrian-friendly design at bus stops and shelters. Integrate the active transportation network with current Pace and CTA routes by improving stop visibility, posting route maps and timetables at stops, providing enhanced amenities (such as paved waiting areas at all stops and covered shelters at priority stops), participating in Pace and CTA route planning to increase frequency of service, and educating residents on the potential trips that can be made using the available service.

*Near-term priority:* Complete sidewalk gaps adjacent to bus stops to improve pedestrian access to buses.

*Near-term priority:* Improve access to bus route timetables and routes maps by posting them at all stops.

*Near-term priority:* Post instructions at shelters for how to put a bike on a bus.

*Mid-term priority:* Upgrade all bus stops to include a paved waiting area off the sidewalk.



Bus stop with shelter, route map, and sign showing arrival times for buses (top). Bus shelter with connected sidewalk and paved waiting area (right).



## 2.6 Transit Improvements (Continued)

### 2.6.2 Metra Stations

**OBJECTIVE:** Increase bike parking capacity at current Metra stations.

**DESCRIPTION:** See Section 2.5.2 and Appendix G

**OBJECTIVE:** Improve access to the proposed station areas.

**DESCRIPTION:** Three new Metra stations are currently being proposed for Des Plaines. Bicycle and pedestrian amenities and access should be considered in station area design.

**North Central Service:** A feasibility study is proposed for a North Central Service line station at Oakton Street. This station would be a new station on an existing line.

**STAR Line:** The STAR line is a new proposed Metra line connecting suburban communities throughout Chicagoland. In Des Plaines, stations are proposed for I-90 near Devon and I-90 near Elmhurst Road.



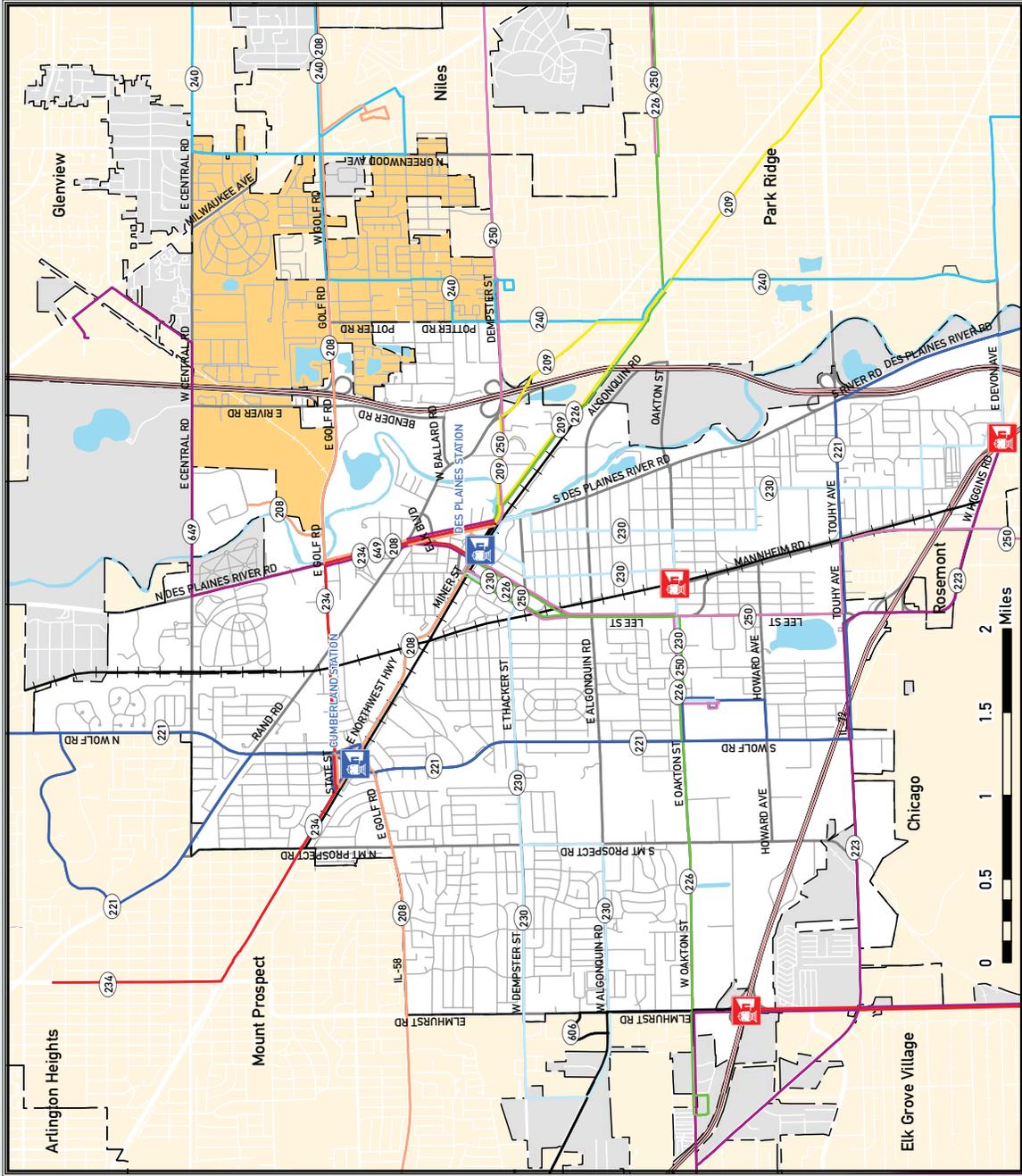
Bringing bikes on buses and trains connects people to places outside Des Plaines.



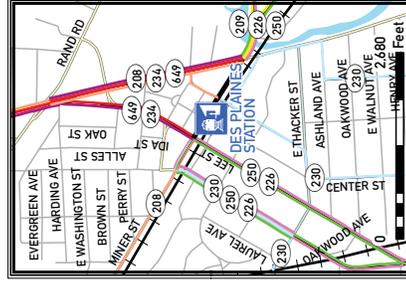
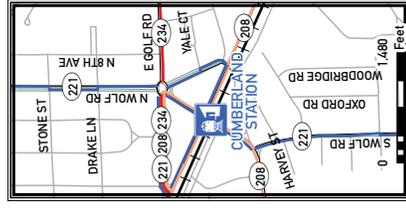
Even in the winter, bike parking is well used at the Metra stations.

2.6 Transit Improvements (Continued)

2.6.3 Transit Network Map



- Bus Route**
- #208 Golf Road
  - #209 Busse Highway
  - #221 Wolf Road
  - #223 Elk Grove Rosemont Station
  - #226 Oakton Street
  - #230 South Des Plaines
  - #234 Wheeling-Des Plaines
  - #240 Dee Road
  - #250 Dempster Street
  - #606 Northwest Limited
  - #637 Wood Dale Rosemont CTA
  - #649 Des Plaines Metra - AON
- Metra Station**
- Future Metra Station
  - Metra
- Infrastructure**
- Highway
  - Major Road
  - Street
  - Water
  - Maine Township



Cumberland Metra Station Area

Downtown Des Plaines



Prepared By: Active Transportation Alliance  
 Data Source: Active Transportation Alliance, City of Des Plaines, NAVTEQ & Pace 10/4/2011



# Policy and Programming

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## 3.1 Municipal Policy Recommendations

This section lays out policy recommendations that will help sustain active transportation in Des Plaines. In addition to design and planning guidance, policy strategies can improve the transportation environment in ways that infrastructure cannot, by prioritizing safety through legislation and law enforcement.

### 3.1.1 Adopt a Complete Streets Policy

*Timeframe:* Near-term

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

To ensure that these principles play a lasting role in the development of the local transportation network, the City of Des Plaines should adopt a Complete Streets policy. This means committing to the accommodation of bicyclists, pedestrians, and transit users as well as motor vehicles in all new transportation construction and maintenance projects whenever appropriate.

Both the State of Illinois and Cook County have adopted Complete Streets policies. It is recommended that the Des Plaines Department of Public Works and Engineering develop the policy based on national best practices, and that the City Council formally adopt the policy. See Appendix E for a list of resources on Complete Streets policy development.



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

### 3.1.2 Adopt a Local Safe Park Zone Ordinance

*Timeframe:* Near-term

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. Des Plaines 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 E for sample ordinance language.



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

## 3.1 Municipal Policy Recommendations (Continued)

### 3.1.3 Des Plaines Unified Development Ordinance

*Timeframe:* Near-term

The proposed Unified Development Ordinance details construction regulations for future developments and includes several provisions that would promote active transportation in Des Plaines. Examples include the establishment of minimum bicycle parking requirements, a mandate for safe walking routes through parking lots, and flexible minimum automobile capacity of parking lots based on proximity to public transit. Additionally, the language and intent of Sub-section 3.3-1 Subdivision Regulations Street Type Standards is in direct line with Complete Streets principles and evocative of nationally recognized best practices. It is recommended that the Des Plaines City Council adopt and enact this legislation, directly supporting the livability of Des Plaines.

### 3.1.4 Establish a Bike Lane Parking Ordinance

*Timeframe:* Mid-term

As the local active transportation network is developed, bike lanes will be installed on local streets (see page 31 for a description of on-street bike lanes). In order for these facilities to be safe for bicyclists, they must be kept clear of motor vehicles. The City of Des Plaines should consider the establishment and enforcement of meaningful penalties for motorists driving or parking in bike lanes, or blocking marked shared lanes with their vehicles. See Appendix E for sample bicycle lane parking ordinance language.

### 3.1.5 Include Bikeways in Roadway Maintenance

*Timeframe:* Mid-term

As transportation facilities, it is imperative that trails and on-street bikeways remain accessible to citizens at all times of the year. In addition to establishing a bike lane parking ban, it is recommended that the Public Works and Engineering Department assesses its existing maintenance operations policies to ensure that all bicycle facilities are included in routine pavement management, street sweeping, and snow removal operations.

*Recommendations 3.1.4 and 3.1.5 should be adopted with the installation of bike lanes.*



For the safety of all users, bicycle facilities must be clear of snow and other debris.

## 3.1 Municipal Policy Recommendations (Continued)

### 3.1.6 Adopt Standards for Crossing Guard Locations

*Timeframe:* Near-term

Crossing guards are very important to the safety of children walking and bicycling to school, as they supervise children and direct traffic. To ensure that the City of Des Plaines uses the most effective strategies for local crossing guard deployment, and that key locations are prioritized appropriately in the event of budgetary constraints, it is recommended that the City adopt and consistently apply metrics for siting crossing guards.

Issues to consider when siting crossing guards include ages of students using a particular crossing, vehicle speeds, and sight lines. One established model has been created by the State of California, and additional information can be found in the Manual on Uniform Traffic Control Devices. See Appendix E for resources.



Crossing guards promote a safe walking environment for families.

### 3.1.7 Establish a Distracted Driver Ordinance

*Timeframe:* Mid-term

Traffic safety is a major barrier to active transportation, especially for children and seniors. Nationwide trends show that distracted driving is a major contributor to roadway tragedies, and many communities are targeting this behavior with tough penalties and targeted enforcement. The Des Plaines City Council should consider adopting and publicizing a distracted driver ordinance restricting the use of mobile communication devices while driving in Des Plaines. Safety goals could be further bolstered by a partnership with the Northwest Municipal Conference to pass similar policies throughout the region. See Appendix E for sample ordinance language based on local models from Evanston, Chicago, and Midlothian.



Nationwide trends show that distracted driving is a major contributor to roadway tragedies.

### 3.1.8 Establish a Local Snow Clearance Ordinance

*Timeframe:* Mid-Term

The accumulation of snow and ice on sidewalks creates a major barrier for pedestrians, especially seniors and children. To ensure the safety of the transportation network, the Des Plaines City Council should consider the establishment of an ordinance requiring residents to clear snow and ice from the sidewalks adjacent to their properties. This initiative would require considerations for people with disabilities and others who need assistance with snow clearance. One way to support the effort would be the expansion of Maine Township High School's snow clearance assistance program.



Icy and snowy sidewalks often force pedestrians to walk on the roadway with cars, a very dangerous scenario.

## 3.2 School Policy

Schools are a focus of this plan because over 5,500 elementary and middle school students live in the City of Des Plaines. The school policy recommendations in this plan hinge on the creation of a school and municipal partnership that works to develop institutional changes that support increased opportunities for walking and bicycling to school.



Central School International Walk to School Day in 2008

### 3.2.1 Safe Routes to School

*Timeframe:* Near-term

In 2007, the City of Des Plaines partnered with School District 62 on a successful pilot Safe Routes to School project at Central Elementary focused on traffic calming and encouragement measures. In fall of 2011, the City of Des Plaines and School District 62 are planning to partner to create a School Travel Plan for all public elementary and middle schools within the municipal boundaries. The City of Des Plaines and School District 62 should coordinate to create a Safe Routes to School Task Force made up of a diverse group of stakeholders to evaluate the impact of existing Safe Routes to School initiatives and update the School Travel Plan to reflect broader community priorities. The School Travel Plan should identify barriers to walking and biking to each school and provide a targeted list of priority projects for the next Safe Routes to School funding cycle. In addition, the plan should include recommendations for improved walking and biking routes, community-wide education and encouragement initiatives and enforcement measures aimed at deterring unsafe behavior in school zones. In the long-term, each school district in Des Plaines should develop a School Travel Plan.

### 3.3 Program Recommendations-Education

Education programming is designed to teach residents about the benefits of active transportation and help them learn the skills necessary for safely and confidently navigating the Des Plaines active transportation network. Roadway users need to be aware of how to safely and respectfully share the Des Plaines transportation network with all users.

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

*A listing of funding and other resources for implementing education, encouragement, and enforcement programs can be found in Appendix F.*

#### 3.3.1 Bicycle and Pedestrian Ambassadors Program

*Timeframe:* Near-term

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

#### 3.3.2 Bike Mechanics and Traffic Skills Classes

*Timeframe:* Mid-term

Des Plaines and the ambassadors should encourage the development of bicycle and pedestrian training for adults, teens, and youth. Prairie Lakes Community Center could design classes for the community at large, School District 62 could design after-school programs for students, the YMCA could offer classes to their members, and the Teen Center could partner with Frisbie Center to foster a working relationship between the young and the old on bike and pedestrian safety issues. Youth and adults will benefit from classes on bicycle and pedestrian safety and skills building. Bicycle mechanics classes should be offered to both youth and adults. Education related to the variety of transportation options, and on-bike education classes (such as Traffic Safety Skills 101) can be made available for middle and high school students and adults.



The City opened the Des Plaines River Trail in June 2011 with a ribbon cutting ceremony and community bike ride. Mayor Moylan, State Senator Dan Kotowski, State Representative Elaine Nekritz, and many residents attended the event.

## 3.3 Program Recommendations-Education (Continued)

### 3.3.3 Community Media Campaign

*Timeframe:* Near-term

A community media campaign should be designed to educate residents about bicycle and pedestrian issues and the accrued benefits for a healthy individual lifestyle and for the environment overall. Important issues might include:

- Awareness of new laws, such as must stop for pedestrians
- Cell phone ban in school zones and school zone speeding laws
- Recommended school walking routes and biking routes

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

- Use local media outlets and online social networks to broadcast videos and publish articles on bike and pedestrian safety.
- Set up a Facebook page to engage the community going forward.
- Arrange for bicycle and pedestrian information to be reprinted and/or distributed by partner agencies, utility companies, and the private sector.
- Partner with Prospect Bikes & Trains shop in Mount Prospect to distribute publications.
- Work with local doctors, Healthy Community Partnership, Advocate Lutheran General in Park Ridge, and Access Care off Highway 14 to distribute information on the health benefits of cycling and walking.



### 3.3.4 Youth and Teen Education

*Timeframe:* Mid-term

Youth and teen walking and cycling safety education will provide a basis for a lifetime of active transportation habits, and will help address parents' concerns about safety. Beginning in elementary school, students should receive age-appropriate education on safe walking and biking habits. The City of Des Plaines should partner with schools and extra-curricular programs. Police and Active Trans, League of Illinois Bicyclists, and/or bicycling ambassadors can assist with training. Strategies include:

- Provide age-appropriate active transportation education to all elementary school students.
- Establish a safe cycling course for students as a prerequisite for the privilege of cycling to school.
- Train teachers to integrate bicycle and pedestrian safety lessons and mobility education into existing subjects. Free lesson books and teacher trainings are available through the Active Transportation Alliance.
- Adopt a teen-specific mobility education curriculum module about transportation choices, navigating the bicycle network, and accessing public transportation. Boosting teen awareness will likely increase their use of active transportation.
- Include a module on how to safely share the road with cyclists and pedestrians in current driver education programs. Educating new motorists on the traffic rights and responsibilities of cyclists and pedestrians will create a safer environment for everyone.
- High school volunteer program- The Active Transportation Task Force should partner with School District 62 to create a high school volunteer program to promote biking and walking among younger age groups.

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The Des Plaines Healthy Community Partnership gives away bike helmets.

## 3.4 Program Recommendations-Encouragement

Encouragement programming is designed to encourage increased use of the active transportation network by helping residents think about bicycling as an easy way to get around their community.

*A listing of funding and other resources for implementing education, encouragement, and enforcement programs can be found in Appendix F.*

### 3.4.1 Active Transportation Network Map

*Timeframe:* Near-term

A user-friendly active transportation network map would encourage use of the improved pedestrian and bicycle network and patronage of the key places identified in this plan. Des Plaines should work with local volunteers, ambassadors, or a contractor to produce and distribute a free active transportation network map that includes safe cycling and walking routes to key places and safety tips. Large employers and local businesses could be approached for sponsorship of the map.

### 3.4.2 Des Plaines Facebook Page

*Timeframe:* Near-term

Des Plaines can reach a large and diverse audience by posting regular updates about the active transportation plan on an easily accessible Facebook page. This site can also be used to promote local events and convey important safety information. This page could be the responsibility of the Active Transportation Task Force.

### 3.4.3 Distribute Transit Information

*Timeframe:* Near-term

Des Plaines can increase use of public transit by distributing transit service information. Des Plaines can partner with the transit providers to display timetables and install transit vending machines in key places, as well as promote the Regional Transportation Authority's existing transit mapping service.

### 3.4.4 Youth and Schools

*Timeframe:* Near-term

Des Plaines should partner with School District 62 to produce preferred walking and biking route maps, as well as child-friendly safety tips. Des Plaines and School District 62 can further promote walking and biking to school by hosting events, such as International Walk to School Day, that encourage the use of active transportation.



Students participate in a class on bicycle safety.

## 3.4 Program Recommendations–Encouragement (Continued)

*Community events centered on walking and biking will create awareness of active transportation and encourage residents who do not often walk or bike to start doing so. These events also provide opportunities for community members to come out and get to know their neighbors, shop locally, and explore their community.*

*One way to encourage bicycling and walking is to provide incentives and/or reward residents for choosing active transportation when they attend community events such as offering free or reduced admission, small rewards, or advertising bicycle parking on event flyers.*

Additional examples of specific events include:

### 3.4.5 Walking and Biking Groups

*Timeframe:* Near-term

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

### 3.4.6 Bike & Dine Events

*Timeframe:* Mid-term

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

### 3.4.7 Community Bike Rides

*Timeframe:* Near-term

Large-scale bike ride events are a great way to feature the active transportation network in Des Plaines. 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. Tour de Villas in July is an excellent example of how to bring the community together around a biking event. The annual Tour de Des Plaines and June 4th Des Plaines River Trail Bike Ride and Ribbon Cutting Ceremony are a great examples of community bike rides.

### 3.4.8 Awards

*Timeframe:* Mid-term

Improving Des Plaines’ active transportation network will make Des Plaines an even better place to live, work, shop, and play. National recognition of these efforts can generate commerce and increase property values. The Bicycle Friendly Community Program led by League of American Bicyclists provides incentives, hands-on assistance, and award recognition for communities that actively support cycling. To apply for recognition, a step-by-step guide is available through the League of American Bicyclists website. Walk Friendly Communities is a similar program the Pedestrian and Bicycle Information Center uses to honor pedestrian-friendly cities.



Residents celebrate the Des Plaines River Trail opening with a celebratory ride in June 2011.

## 3.5 Program Recommendations–Enforcement

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

*A listing of funding and other resources for implementing education, encouragement, and enforcement programs can be found in Appendix F.*

### 3.5.1 Training for Police

*Timeframe:* Ongoing

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

Officers should receive practical training focused on:

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

In addition, special consideration should be given to new and existing laws that impact bicycle and pedestrian safety, particularly in school zones. These laws include:

- Must stop for pedestrians in crosswalks
- Handheld device ban in school zones
- School zone fines

### 3.5.2 Targeted Enforcement Efforts

*Timeframe:* Near-term

No police department can aggressively enforce all laws in all locations at all times. Des Plaines 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. Enforcement events can be held around areas with high crash rates, such as Oakton Street, Lee Street, and Downtown Des Plaines. Des Plaines should review these enforcement efforts on an annual basis to ensure appropriate allocation of police resources.

### 3.5.3 Caught Being Good Campaign

*Timeframe:* Mid-term

Cyclists, especially children and teens, who are following the rules of the road and wearing a helmet should be rewarded. Even a small reward will significantly increase good behavior and encourage more people to engage in safe cycling.

Police could issue “tickets”—in this case, the “fine” could be free ice cream, cookies, or other treats at a local store—to resident cyclists “caught” following the rules of the road. “Tickets” can be issued for any number of safe biking and pedestrian behaviors, including wearing a helmet, stopping at stop signs and red lights, and crossing the street at a permitted location.

This program would be most effective if conducted after a bike education event. It will reinforce lessons learned by rewarding children for putting their new skills into practice. Also consider a second ticket for residents without helmets that offers a discount at a local bike shop or an option to purchase a low-cost helmet through the City. Helmets can be found for bulk order price of less than \$4 and resold at cost.

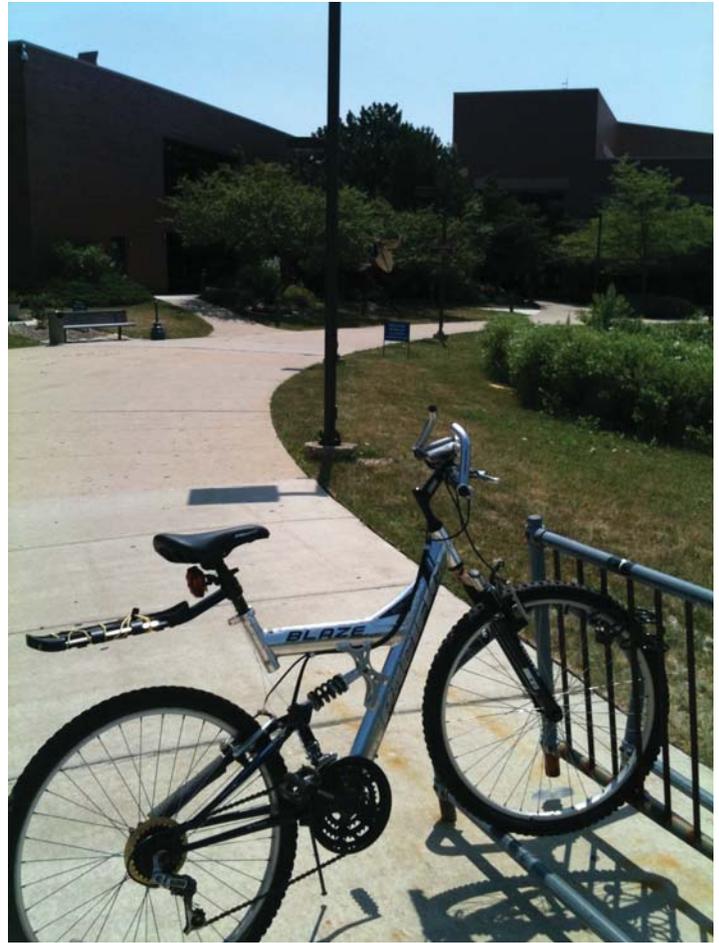


A Des Plaines police officer and residents talk about bikes.

### 3.6 Oakton Community College Programming

Oakton Community College is a major destination in Des Plaines. Thousands of students, staff, and faculty visit campus each day. To help the Oakton community become users of the active transportation network, the college should consider programming around active transportation. Some examples of programming are:

- Articles in the OCCurrence school newspaper about bike safety and biking to campus. A very informative article was published in the July 5, 2011, issue about City of Des Plaines working on bike and pedestrian planning showing the map of proposed bike paths and mentioning the focus group that was held with students and staff .
- Developing a bicycle ambassadors program as a service learning activity
- Participating in the commuter challenge during Bike to Work Week for staff and students
- Working with art and design students to design and build bike racks on campus
- Work with engineering and environmental studies students to design a campus connection to the Des Plaines River Trail
- Offer a non-credit course on Bike Traffic Skills 101, teacher and curriculum provided by Active Transportation Alliance or other advocacy groups



A bicycle on the Oakton Community College campus

*Programming should be offered at the Skokie campus of Oakton Community College as well as the Des Plaines campus.*



# Implementation

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# 4

## 4.1 Evaluation and Oversight

A plan as comprehensive as this one requires vigorous oversight to ensure its effective implementation.

### 4.1.1 Staff Traffic Advisory Committee

Implementation of this plan will require coordination with several City departments as well as outside agencies. The City's existing Staff Traffic Advisory Committee (STAC) is charged with reviewing all transportation-related items, consists of representatives from each of the City's Departments, and meets on a regular basis. As such, the STAC is a logical group to review proposed transportation related projects for consistency with this plan, and nationally accepted best practices for bicycle and pedestrian infrastructure. STAC members should be made familiar with this plan and be educated in the principles of Complete Streets.

As the lead department on the STAC, the Public Works & Engineering Department, in cooperation with the Community & Economic Development Department, should be charged with seeking funding for implementation of the plan and creating partnerships with other governments in the region to address transportation challenges on a regional scale.

### 4.1.2 Bicycle and Pedestrian Advisory Committee

The heart and soul of this plan came from local residents who participated in public engagement events hosted by the steering committee and those who responded to the online survey. These residents' vision and goals are expressed throughout the recommendations of this plan. Des Plaines can continue to benefit from the wisdom of these advocates by inviting them to join a standing Bicycle and Pedestrian Committee.

The Committee will monitor implementation of the plan, promote events celebrating active transportation in Des Plaines, and encourage residents and visitors to use the improved active transportation network. Combining a subset of the key stakeholders who served on the steering committee for this plan, along with other residents would ensure continuity and bring the level of engagement necessary to implement the targeted education and encouragement recommendations.

### 4.1.3 Progress Report

Evaluating the annual progress of the Des Plaines Active Transportation Plan is the cornerstone of the implementation strategy. A more detailed annual work plan is needed to guide those who will implement the Plan.

Therefore it is recommended that STAC prepare an Annual Progress Report. This report would outline the progress made towards achieving the primary goals of the plan. The report would measure the success in implementing the recommendations set out in the Plan, identify changes in direction and priorities for the upcoming year, and confirm budget requirements. The implementation program for each year, including the specific routes and programs proposed to be implemented, would be presented for consideration during the preparation and review of the annual departmental budgets.

### 4.1.4 Commitment to Funding

Full implementation of the plan will require a commitment to funding over an extended period of years. It will be important for Des Plaines to anticipate and plan for projects in advance of grant funding cycles, and to have committed matching funds through its annual budget process. The City should include recommended bicycle and pedestrian accommodations in the design and budgeting for any scheduled street maintenance and rehabilitation projects. A listing of funding sources is included in Appendix D.

## 4.1 Evaluation and Oversight (Continued)

### 4.1.5 Goals for Implementation

Develop baseline data and set measurable goals for increased use of the active transportation network and safety. The Staff Traffic Advisory Committee should develop realistic goals for implementing this plan, and integrating the goals into annual budgets and work plans. Examples of goals include:

- Reduction in number of bicycle- and pedestrian-related crashes
- Miles of bicycle network implemented per year
- Miles of sidewalk built per year
- Annual transit ridership
- Educational events and opportunities offered
- Count of bikes parked at Metra stations, library, downtown, parks
- Ridership counts at specific points

### 4.1.6 Become a Bicycle Friendly Community

Improving the Des Plaines bicycle and pedestrian network will make the city an even better place to live, work, shop, and play. National recognition of these efforts can be a source of pride for the community. The Bicycle Friendly Community Program (BFC) and Pedestrian Friendly Community led by League of American Bicyclists provides incentives, hands-on assistance, and award recognition for communities that actively support cycling. Winning these awards will show the City's commitment to supporting bicycling in the community.



Des Plaines can be eligible for a Bicycle Friendly Community or Pedestrian Friendly Community award.

### 4.2 Implementation Plan

Throughout this plan, Active Trans has provided steps for implementation of the various recommendations. The plan advocates for a comprehensive set of network, policy, program, enforcement, and evaluation improvements staggered over several years. The effective implementation of this plan will require leadership by Des Plaines staff and residents. It will also require cooperation with neighboring municipalities, Cook County, and the Illinois Department of Transportation.

The use of the active transportation network will only increase if the plan's recommendations for education, encouragement, and enforcement are implemented in a timely manner in conjunction with the improvements to the network.

*On the following pages is a map showing recommended implementation priorities for the network and a timeline for policy and programming implementation.*





## 4.2 Implementation Plan

### 4.2.3 Active Transportation Network Implementation Table

Based on level of difficulty, and number of stakeholders needed to implement, the following parts of the active transportation network have been recommended for Near-, Mid-, or Long-term implementation.

2.2.1 Parks and Recreational Facilities	Near-term	Mid-term	Long-term
Use directional signage to create awareness	X		
Make bike parking available at each park	X		
Stripe crosswalks at entrances to all parks		X	
2.2.2 Trails and Trail Connections	Near-term	Mid-term	Long-term
Sign recommended routes	X		
Boat launch at Northwestern Woods		X	
Enhance Street/Trail Crossings for Des Plaines River Trail		X	
Connect to Existing Bicycle Network			X
Enhance Street/Trail Crossings for High Ridge Knolls Trail		X	
2.2.3 Des Plaines Public Schools	Near-term	Mid-term	Long-term
Central School: SRTS Pilot Project construction	X		
District 62: School Travel Plan Implementation	X		
Districts 59 and 26: School Travel Plans Creation		X	
Review Arrival and Dismissal practices at all schools		X	
MWHS: PACE bus amenities	X		
MWHS: Sign walking and biking routes	X		
MWHS: Review bike parking conditions	X		
MWHS: Complete sidewalk along the perimeter of the school		X	
MWHS: Install ped signals and amenities at Wolf/Oakton and Wolf/Howard		X	
2.2.4 Destination Corridors	Near-term	Mid-term	Long-term
NW Hwy Downtown: Lee/Perry Traffic Signal	X		
NW Hwy Downtown: Perry Street Bike Route	X		
NW Hwy Downtown: Additional Bike Parking at Metra Station	X		
NW Hwy Downtown: Mid-Block Pedestrian Refuge Median		X	
NW Hwy S-Curve: Culvert with Sidepath through S-curve			X
NW Hwy Cumberland: Additional Bike Parking at Metra Station	X		
NW Hwy Cumberland: Mid-Block Pedestrian Refuge Median			X
NW Hwy Cumberland: Seegers/Broadway Traffic Signal			X
NW Hwy Cumberland: Seegers Road Underpass			X
NW Hwy Cumberland: Wolf/Golf/Seegers Ped Signals			X
Rand/Golf NWMC Corridor: Rand Road Sidepath - Golf to Downtown		X	
Rand/Golf NWMC Corridor: Lee/Rand/River Intersection Improvements		X	
River Road: Fill in Sidewalk Gaps		X	
River Road: River/Elk Intersection Improvements		X	
Oakton Street Commercial: Install Bicycle Pavement Markings and Signage	X		
Oakton Street Commercial: North Central Service Station area study	X		
Oakton Street Commercial: Upgrade Streetscaping per Corridor Study		X	
Oakton Street: Install Sidepath from River Road to River Trail			X
Elmhurst Road: Signalized Intersections Pedestrian Amenities			X
Elmhurst Road: Fill in Sidewalk Gaps			X
Elmhurst Road: Ped/Bike Connections to Proposed STAR Line/PACE Station			X
Lee/Graceland: Lee/Mannheim Intersection Ped Amenities		X	
Lee/Graceland: Mannheim/Touhy Ped Amenities		X	
Lee/Graceland: Introduce Bike Lanes between Oakton St and Downtown			X
Dempster/Thacker: UPRR Crossing Ped Gates and Improvements		X	

\* - Opportunistic project

— - Ongoing project

## 4.2 Implementation Plan

### 4.2.3 Active Transportation Network Implementation Table (continued)

Based on level of difficulty, and number of stakeholders needed to implement, the following parts of the active transportation network have been recommended for Near-, Mid-, or Long-term implementation.

	Near-term	Mid-term	Long-term
<b>2.2.5 Oakton Community College</b>			
Central Road Bicycle Shoulder Construction	X		
Des Plaines River Trail spur to OCC Campus		X	
Central Road at I-294 Overpass: Ped/Bike Improvements			*
Central Road at UPRR Bridge: Ped/Bike Improvements			*
Golf Road at I-294 Overpass: Ped/Bike Improvements			*
Golf Road at UPRR Bridge: Ped/Bike Improvements			*
<b>2.2.6 Regional Connections</b>			
Continue coordination with NWMC on Regional Bike/Ped Projects	----	----	----
Continue coordination with NWMC on Regional Corridors	----	----	----
<b>2.3.1 Crossing Improvements</b>			
Install Bi-directional Curb Cuts and Truncated Domes	----	----	----
Install Countdown Pedestrian Signals	----	----	----
Install Curb Extensions and Bump-outs Where Possible	----	----	----
Install Pedestrian Islands and Refuges at Key Mid-block Crossings	----	----	----
<b>2.3.2 Network Connection Points</b>			
Implement Gateway Treatments at Designated Intersections	----	----	----
Implement Hub Treatments at Designated Intersections	----	----	----
<b>2.4.1 Pedestrian Ways</b>			
Residential: Continue Implementation of Sidewalk Repair Program	----	----	----
Residential: Fill In Sidewalk Gaps throughout the City	----	----	----
Residential: Install Traffic Calming Measures to Slow Traffic in Problem Areas	----	----	----
Complete the Sidewalk Network on Arterials and Collectors	----	----	----
Install Sidepaths in Recommended Areas	----	----	----
<b>2.4.2 Pedestrian Amenities</b>			
Install Amenities in High-Demand Areas to Make Walking More Inviting	----	----	----
<b>2.5.1 Bicycle Ways</b>			
Install Signed Routes (per 2.5.3 Bicycle Network Map)	----	----	----
Install Paved Shoulders for Bicyclists (per 2.5.3 Bicycle Network Map)	----	----	----
Install Shared Lane Markings (per 2.5.3 Bicycle Network Map)	----	----	----
Install Bike Lanes per (2.5.3 Bicycle Network Map)	----	----	----
Install Road Diets per (2.5.3 Bicycle Network Map)	----	----	----
Install Sidepaths (per 2.5.3 Bicycle Network Map)	----	----	----
Install Trails per (2.5.3 Bicycle Network Map)	----	----	----
<b>2.5.2 Bicycle Amenities</b>			
Install Signed Routes	----	----	----
Install Bike Racks	----	----	----
Install Bicycle Detector Loops at Signalized Intersections	----	----	----
<b>2.6.1 Bus Routes and Stops</b>			
Fill in Sidewalk Gaps adjacent to bus stops	X		
Post Bus Route Timetables and Route Maps at all Stops	X		

## 4.2 Implementation Plan

### 4.2.4 Policy and Programming Implementation Table

Based on level of difficulty, and number of stakeholders needed to implement, the following policies and programs have been recommended for Near-, Mid-, or Long-term implementation.

Chapter	Municipal Policy Recommendations	Near-term	Mid-term	Long-term
3.1.1	Adopt Complete Streets Policy	X		
3.1.2	Adopt Safe Park Zone Ordinance	X		
3.1.3	Adopt Unified Development Ordinance	X		
3.1.4	Establish a Bike Lane Parking Ordinance		X	
3.1.5	Include Bikeways in Roadway Maintenance Programs		X	X
3.1.6	Adopt Standards for School Crossing Guard Locations	X		
3.1.7	Establish Distracted Driver Ordinance		X	
3.1.8	Establish Snow Clearance Ordinance		X	
Chapter	School Policy Recommendations	Near-term	Mid-term	Long-term
3.2.1	Safe Routes to School	X		
Chapter	Program Recommendations-Education	Near-term	Mid-term	Long-term
3.3.1	Bike and Pedestrian Ambassadors Program	X		
3.3.2	Bike Mechanics and Traffic Skills Classes		X	
3.3.3	Community Media Campaign	X	X	
3.3.4	Youth and Teen Education		X	
Chapter	Program Recommendations-Encouragement	Near-term	Mid-term	Long-term
3.4.1	Active Transportation Network Map	X		
3.4.2	Des Plaines Facebook Page	X		
3.4.3	Distribute Transit Information	X		
3.4.4	Youth and Schools	X		
3.4.5	Walking and Biking Groups	X		
3.4.6	Bike and Dine Events		X	
3.4.7	Community Bike Rides	X		
3.4.8	Awards		X	
Chapter	Program Recommendations-Enforcement	Near-term	Mid-term	Long-term
3.5.1	Training for Police	X	X	X
3.5.2	Targeted Enforcement Efforts	X		
3.5.3	Caught Being Good Campaign		X	
Chapter	Oakton Community College Programming	Near-term	Mid-term	Long-term
3.6	Oakton Community College Programming	X	X	X

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## 5.1 Appendix A: Public Engagement Summary

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An extensive documentation of public engagement processes is included on the following pages of the digital version of this report. This documentation is not included in the print version.

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## 5.2 Appendix B: Existing Conditions Maps

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A series of existing conditions maps are included on the following pages of the digital version of this report. These maps are not included in print version. Maps prepared include:

- Bike Crash Data
- Pedestrian Crash Data
- Traffic Volume
- Land Use
- Schools
- Sidewalk Inventory
- Existing Bicycle Routes

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## 5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance

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### Pedestrian Facilities

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Guide for the Planning, Design, and Operation of Pedestrian Facilities  
American Association of State Highway and Transportation Officials (AASHTO), 2004  
<http://www.transportation.org>

Designing Sidewalks and Trails for Access  
U.S. DOT Federal Highway Administration  
<http://www.fhwa.dot.gov/environment/sidewalks/index.htm>

### Bicycle Facilities

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Guide for the Development of Bicycle Facilities, 3rd Edition  
American Association of State Highway and Transportation Officials (AASHTO), 1999  
<http://www.transportation.org>

Urban Bikeway Design Guide  
National Association of City Transportation Officials  
<http://nacto.org/cities-for-cycling/design-guide/>

Bike Lane Design Guide  
City of Chicago and the Active Transportation Alliance, 2002  
[http://www.chicagobikes.org/pdf/bike\\_lane\\_design\\_guide.pdf](http://www.chicagobikes.org/pdf/bike_lane_design_guide.pdf)

### Bike Parking

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Association of Pedestrian and Bicycling Professionals  
Bicycle Parking Design Guidelines  
<http://www.apbp.org/?page=Publications>

Bike Parking for Your Business  
Active Transportation Alliance, 2003  
[http://www.chicagobikes.org/pdf/bike\\_parking\\_business.pdf](http://www.chicagobikes.org/pdf/bike_parking_business.pdf)

### Other Resources

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Active Transportation Alliance  
<http://www.activetrans.org>

National Complete Streets Coalition  
<http://www.completestreets.org>

Manual on Uniform Traffic Control Devices  
Federal Highway Administration, 2009  
<http://mutcd.fhwa.dot.gov/>

Pedestrian and Bicycle Information Center  
<http://www.pedbikeinfo.org>

### Bicycle and Pedestrian Accommodations

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Bureau of Design & Environment Manual – 2010 Edition  
Illinois Department of Transportation  
<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

Safety Benefits of Raised Medians and Pedestrian Refuge Areas  
Federal Highway Administration  
[http://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/medians\\_brochure/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/)

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders  
Federal Highway Administration  
[http://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/walkways\\_brochure/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/)

## 5.4 Appendix D: Funding Resources

### Primary Funding Sources for Local Transportation Projects

Program Purpose	Transportation Enhancements	High-Priority Projects	Congestion Mitigation and Air Quality Improvement	Surface Transportation Program	Safe Routes to School	Recreational Trails Program	Highway Safety Improvement Program	Section 402--State and Community Highway Safety Grant Program	Motor Fuel Tax
	To foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	To fund key transportation projects deemed important by elected officials (earmarks)	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards	To fund state and local road and transit projects	To enable and encourage children to walk and cycle to school through education, encouragement, enforcement, engineering, and evaluation strategies	To develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses	To fund highway infrastructure safety projects aimed at reducing highway fatalities and serious injuries	To create safety programs aimed at reducing traffic crashes	To fund state and local road and transit projects
Eligible Infrastructure	All bike/ped infrastructure that has a relationship to surface transportation (as opposed to recreation alone)	All bike/ped infrastructure or as dictated in the authorizing legislation	Most bike/ped infrastructure, including bike paths, lanes, racks, lockers, and bike sharing programs	All bike/ped infrastructure	All bike/ped infrastructure within a two-mile radius of a K-8 school	Bike trails, trailside, and trailhead facilities, both development and maintenance	Bike lanes, bike parking, crosswalks, and signage	None	Most bike/ped infrastructure
Eligible Non-Infrastructure	Safety and educational programs for pedestrians and cyclists	As dictated in the authorizing legislation	Most bike/ped safety and education programs	None	Encouragement, enforcement, and education activities, for children in grades K-8	Safety and environmental education; assessment of trail conditions; state program administration	States can spend 10% of their HSIP funds on public awareness campaigns, education programs, and enforcement activities	Safety programs such as bike or pedestrian safety education, helmet distribution, or distribution of safety information	None
Key Project Requirements	Must relate to surface transportation	No official requirements	1) Must be spent in non-attainment and maintenance areas; 2) Will be evaluated on air quality	N/A	Requires a state-approved school travel plan	30% of state's funding must be used for nonmotorized trail projects; 30% for motorized; 40% for projects that encourage diversity of use of trail corridor, trailhead, etc.; projects encouraged to have environmental benefit and use youth conservation and service corps	Project must address goals written in State Highway Safety Plan	Project must address goals written in State Highway Safety Plan	Minor distinctions between allowable uses for counties, townships, and municipalities specified in statute
Application Process	Irregular schedule at call of Illinois Department of Transportation	Specified in federal surface transportation bill (may be change in annual appropriations)	Timing under review. Generally, an annual call for proposals by Chicago Metropolitan Agency for planning	Varies at call of local council of governments	Irregular schedule at call of Illinois Department of Transportation	Irregular schedule at call of Illinois Department of Natural Resources	Annual updates to plan and calls for proposals by IDOT Division of Traffic Safety	Generally each spring at call of IDOT Division of Traffic Safety	Funds distributed by IDOT on monthly basis to counties and certain local governments on a formula basis
Local Match Required	Typically 20%	None	Typically 20%	20%	None	Typically 20%; some 50%	10%	Typically 20%	No match required but local government is required to have certain minimum tax rate
Who Can Apply?	Local government	Anyone	State or local government agency	Local government (some funds retained by IDOT)	Any government agency or non-profit entity	Any state or local government agency or non-profit entity	Any state or local government agency or non-profit entity	Any state or local government agency or non-profit entity	N/A

## 5.4 Appendix D: Funding Resources

### What Program Is My Project Eligible For?



	Transportation Enhancements	Congestion Mitigation and Air Quality Improvement (CMAQ)	Surface Transportation Program	Safe Routes to Schools	Recreational Trails Program	Highway Safety Program (USHP)	State and Community Improvement Safety Grant Program	National Highway System (Section 402)	Scenic Byways	Federal Lands Highway Program	Highway Bridge Program	Trans and Community Preservation State/Metropolitan Planning Funds	Access to Jobs/ Reverse Commute (JARC)	Federal Transit Planning Funds	Federal Transit Commute	Transit Enhancements
Bicycle and pedestrian plan	*	*									*	*				
Bicycle lanes on roadway	*	*	*	*		*		*	*	*	*			*	*	
Paved shoulders	*	*	*	*		*		*	*	*	*					
Signed bike route	*	*	*	*				*	*	*						
Shared use path/trail	*	*	*	*	*			*	*	*	*					
Single track hike/bike trail					*											
Spot improvement program	*	*	*	*		*										
Maps		*	*	*			*									
Bike racks on buses	*	*	*											*	*	
Bicycle parking facilities	*	*	*	*				*						*	*	
Trail/highway intersection	*	*	*	*	*	*		*	*	*						
Bicycle storage/service center	*	*	*	*						*			*	*	*	
Sidewalks, new or retrofit	*	*	*	*		*		*	*	*				*	*	
Crosswalks, new or retrofit	*	*	*	*		*		*	*	*				*	*	
Signal improvements	*	*	*	*		*		*								
Curb cuts and ramps	*	*	*	*		*		*								
Traffic calming			*	*		*				*						
Coordinator position		*	*	*						*						
Safety/education position		*	*	*			*									
Police patrol			*	*			*									
Helmet promotion	*		*	*			*									
Safety brochure/book	*	*	*	*	*	*	*									
Training	*	*	*	*	*	*	*									

Source: "FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation," <http://www.fhwa.dot.gov/ENVIRONMENT/bikeped/bp-guid.htm#bp4> (Last Accessed 9/3/2010)

## 5.5 Appendix E: Municipal Policy Resources

### Resources for 3.1.1 Adopt a Complete Streets Policy

#### COMPLETE STREETS POLICY RESOURCE GUIDE

##### PURPOSE

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

##### POLICY

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

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

**National Complete Streets Coalition. <[www.completestreets.org](http://www.completestreets.org)>.**

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

**"Complete Streets Policy Elements." National Complete Streets Coalition. <<http://www.completestreets.org/changing-policy/policy-elements/>>.**

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

**"Federal Policy Resources." National Complete Streets Coalition. <<http://www.completestreets.org/federal-policy/federal-policy-resources/>>.**

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

##### OPINION/RESEARCH

**"Complete Streets Fact Sheets." National Complete Streets Coalition. <<http://www.completestreets.org/complete-streets-fundamentals/factsheets/>>.**

There are several topical fact sheets maintained by the NCSC on this site. The web version of each fact sheet contains several relevant statistics and principles along with links to supporting information. This is a great resource to help counter objections to Complete Streets on many different topics, including cost, safety, and transportation efficiency.

**Gotschi, Thomas. "Costs and Benefits of Bicycling Investments in Portland, Oregon." Journal of Physical Activity and Health 8 (2011): S49-S58.**

This research article by Thomas Gotschi from the University of Zurich details the health, safety, and overall cost benefits associated with different levels of non-motorized transportation funding using Portland, Oregon as a study area. Though most of the report is highly technical, special attention should be paid to the abstract and conclusion for solid information on the benefits of funding non-motorized transportation systems.

## 5.5 Appendix E: Municipal Policy Resources

### Resources for Recommendation 3.1.2 Adopt a Local Safe Park Zone Ordinance

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

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

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

D. A first violation of this section is a petty offense with a minimum fine of \$250.00. A second or subsequent offense is a petty offense with a minimum fine of \$500.00. In addition, when a fine is imposed, the person who has violated this section will be charged an additional \$50.00, to be paid to the park district for safety purposes.

[MUNICIPAL CODE CHAPTER AND SECTION]

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

### Resources for Recommendation 3.1.4 Establish a Bike Lane Parking Ordinance

The following sample is modeled after that found in the Municipal Code of Chicago. It includes provisions for marked shared lanes, as well as exclusive bike lanes.

[Insert Municipal Code Chapter and Section] Driving, standing or parking on bicycle paths or lanes prohibited.

The driver of a vehicle shall not drive, unless entering or exiting a legal parking space, or stand, or park the vehicle upon any on-street path or lane designated by official signs or markings for the use of bicycles, or otherwise drive or place the vehicle in such a manner as to impede bicycle traffic on such path or lane. The driver of a vehicle shall not stand or park the vehicle upon any lane designated by pavement markings for the shared use of motor vehicles and bicycles, or place the vehicle in such a manner as to impede bicycle traffic on such lane, except for drivers of buses stopping for the purpose of loading or unloading passengers at a designated bus stop. In addition to the penalty provided in [Section X] of this Code, any vehicle parked in violation of this section shall be subject to an immediate tow and removal to a city vehicle pound or authorized garage.

### Resources for Recommendation 3.1.6 Adopt Formal Standards for Selecting and Prioritizing School Crossing Guard Locations.

The following are links to resources on the placement of adult crossing guards that can serve as resources for municipalities developing their own metrics for crossing guard deployment.

**California Department of Transportation Traffic Manual** – August 1996  
Chapter 10 0- School Area Pedestrian Safety  
<http://www.dot.ca.gov>

**Manual on Uniform Traffic Control Devices** – 2009 Edition  
Chapter 7 – Traffic Controls for School Areas  
<http://mutcd.fhwa.dot.gov>

## 5.5 Appendix E: Municipal Policy Resources

### Resources for Recommendation 3.1.7 Establish a Distracted Driver Ordinance

The following sample includes elements from several local Illinois models, those used in Evanston, Midlothian and Chicago.

[Municipal Code Chapter and Title] Use of electronic communication devices

(A) Definitions:

(1) For the purposes of this section, “electronic communication device” shall include but not be limited to mobile, cellular, analog wireless or digital telephones, personal digital assistants, or portable or mobile computers.

(2) For the purposes of this section “using an electronic communication device” shall include, but not be limited to, the following activities: (a) talking or listening to another person on the telephone; (b) composing, sending, reading or listening to a text message or other electronic message; or (c) browsing the internet via the mobile, cellular, analog wireless or digital telephone.

(3) For the purposes of this section “a hands free device” is an internal software application, or an external device that allows the user to engage in a telephone call without touching the user's electronic communication device.

(B) Except as otherwise provided in subsection (C) of this Section, no person shall operate a motor vehicle while using an electronic communication device.

(C) The provisions of this section shall not apply to:

(1) Law enforcement officers and operators of emergency vehicles, when on duty and acting in their official capacities.

(2) Persons using an electronic communication device with a hands free device activated.

(3) Persons using a telephone to call 911 telephone numbers or other emergency telephone numbers.

(4) Persons using a telephone while maintaining a motor vehicle in a stationary parked position, and not in gear.

(D) Any person who violates the requirements of this section shall be subject to a fine of one hundred dollars (\$100.00), provided however, that if a violation occurs at the time of a traffic crash, the driver shall be subject to an additional fine not to exceed five hundred dollars (\$500.00).

### Appendix for Recommendation 3.1.8 Establish a Local Snow Clearance Ordinance

The following sample is based on the snow clearance ordinance adopted by the Village of Oak Park, IL. Some communities may want to establish a stricter expected timeframe for snow removal. For example, the City of Chicago requires responsible parties to clear snow within three hours of snowfall on weekdays, and for overnight accumulation to be cleared by 10:00 a.m. Municipalities may also establish different timeframes in business districts with more foot traffic.

[MUNICIPAL CODE CHAPTER AND SECTION] PERSONS REQUIRED TO REMOVE SNOW AND ICE FROM PUBLIC SIDEWALKS FRONTING OR ABUTTING PARCELS OR LOTS OWNED, OCCUPIED, LEASED OR OTHERWISE CONTROLLED BY THEM WITHIN THE VILLAGE:

A. The owner, occupant, lessee or person otherwise legally in possession and/or control of any lot or parcel in the Village shall remove and clear away, or cause to be removed or cleared away, all snow and ice on the public sidewalk fronting or abutting any such lot or parcel.

B. Snow and ice shall be removed within twenty four (24) hours after the cessation of any fall of snow, sleet, or freezing rain; provided, however, in the event snow and ice on a sidewalk has become so hard that it cannot reasonably be removed without damaging the sidewalk, the person or entity charged with its removal, herein, shall, within the twenty four (24) hour time period, cause a reasonable amount of sand, salt or other abrasive material to be placed upon the entire sidewalk in order to make pedestrian travel thereon reasonably safe; and as soon thereafter as weather permits, said person or entity shall effect the removal of snow and ice as provided herein.

C. The fine for the violation of the requirements set forth in this section shall be thirty dollars (\$30.00) if paid within thirty (30) days after the date of the notice of the violation. If the fine is not paid within thirty (30) days of the date of the notice of violation, an additional penalty of twenty five (\$25.00) dollars.

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## 5.6 Appendix F: Programming Resources

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### Safe Routes to School

National Center for Safe Routes to School:  
[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

The National Center for Safe Routes to School (SRTS) assists communities in enabling and encouraging children in grades K–8 to walk and bike safely to school. The National Center has an informative website about the five E's of SRTS (education, encouragement, enforcement, engineering, and evaluation), including case studies, resources, data collection, and trainings.

SRTS Guide: <http://guide.saferoutesinfo.org/index.cfm>

The Safe Routes to School Online Guide is a comprehensive manual designed to support the development of an SRTS program.

Illinois SRTS: <http://www.dot.il.gov/saferoutes/SafeRoutesHome.aspx>

The Illinois SRTS program is run by the Illinois Department of Transportation. Illinois has awarded \$11 million in federal funding for the program.

### Walk to School Day

International Walk to School Day in the USA:  
<http://www.walktoschool.org/>

The first Wednesday of October is International Walk to School Day. Children in over 40 countries participate. The website provides ideas and resources for planning an event.

International Walk to School: <http://www.iwalktoschool.org/photos/index.htm>

The official website of International Walk to School features pictures, stories, best practices, downloads, resources, and who is walking around the world.

### Walk and Bike Friendly Recognition

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

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

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

Bicycle Friendly Community: [http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/getting\\_started.php](http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/getting_started.php)

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

### Education and Advocacy Organizations

Active Transportation Alliance  
<http://www.activetrans.org>

League of Illinois Bicyclists  
<http://www.bikelib.org>

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## 5.7 Appendix G: Bike Parking

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A Bike Parking Report discussing guidelines for selecting locations at which to install bike parking, how to find the ideal placement for bike racks, and which bike rack styles are ideal for Des Plaines, was conducted.

This document is not included in the print version.



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