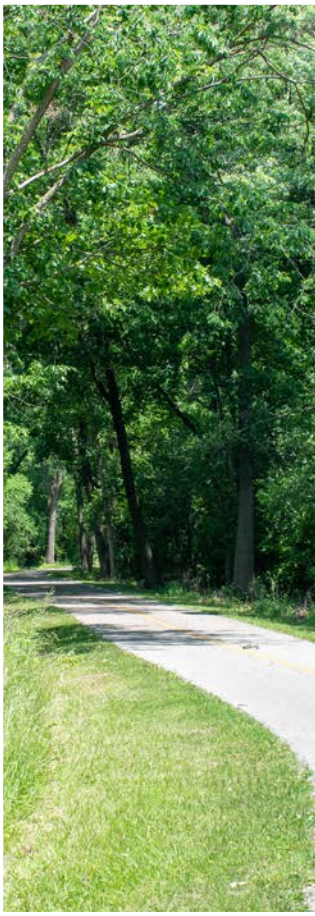
WEST COOK

BICYCLE AND PEDESTRIAN PLAN

BELLWOOD • BERKELEY • BROADVIEW • HILLSIDE • WESTCHESTER



2025

THANK YOU

The West Cook Bicycle and Pedestrian Plan would not be possible without the time and input from the community members, stakeholders, and Village staff. Thank you.

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Berkeley
Broadview
Hillside
Westchester

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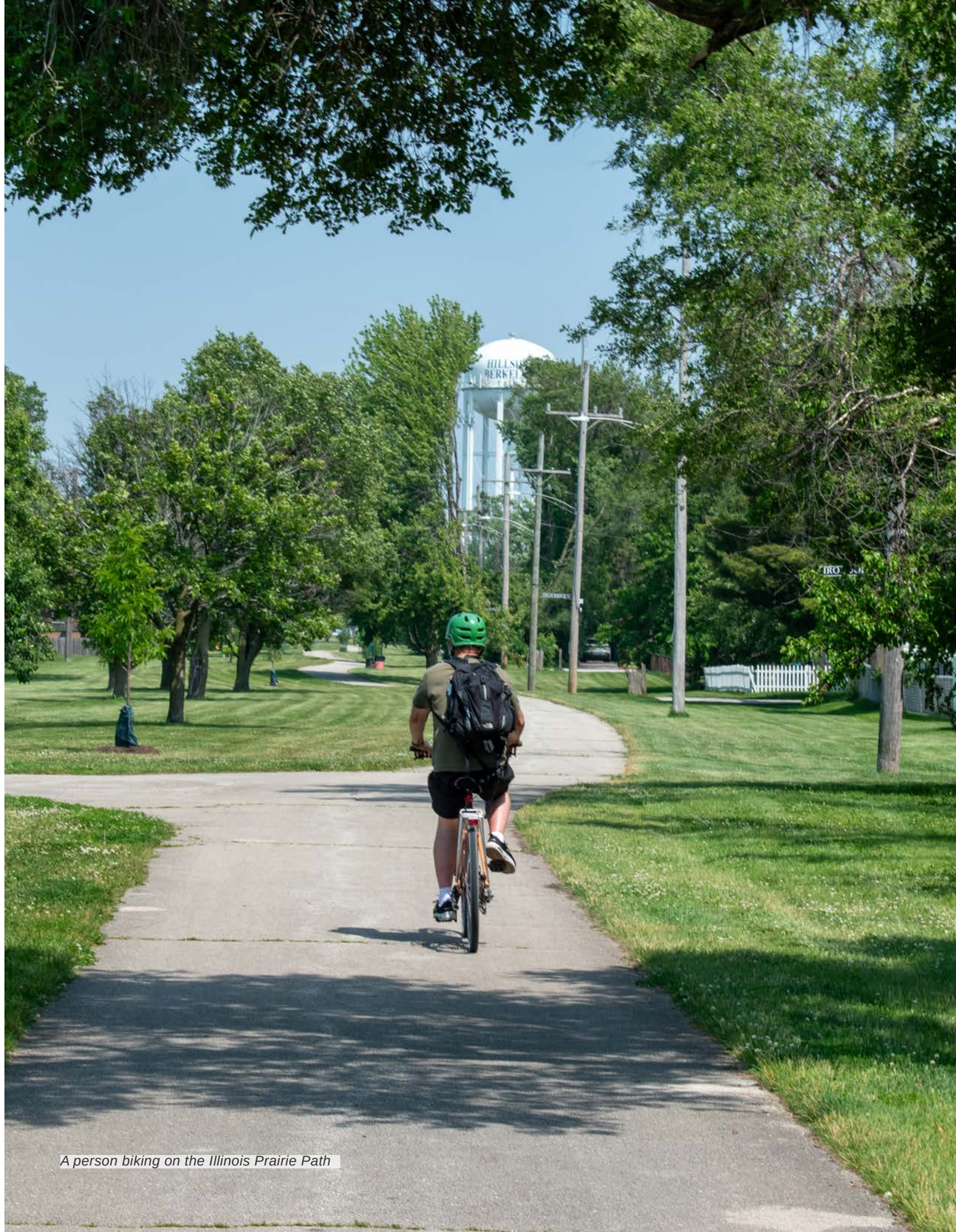


A person biking on the Illinois Prairie Path

TABLE OF CONTENTS

WEST COOK TODAY

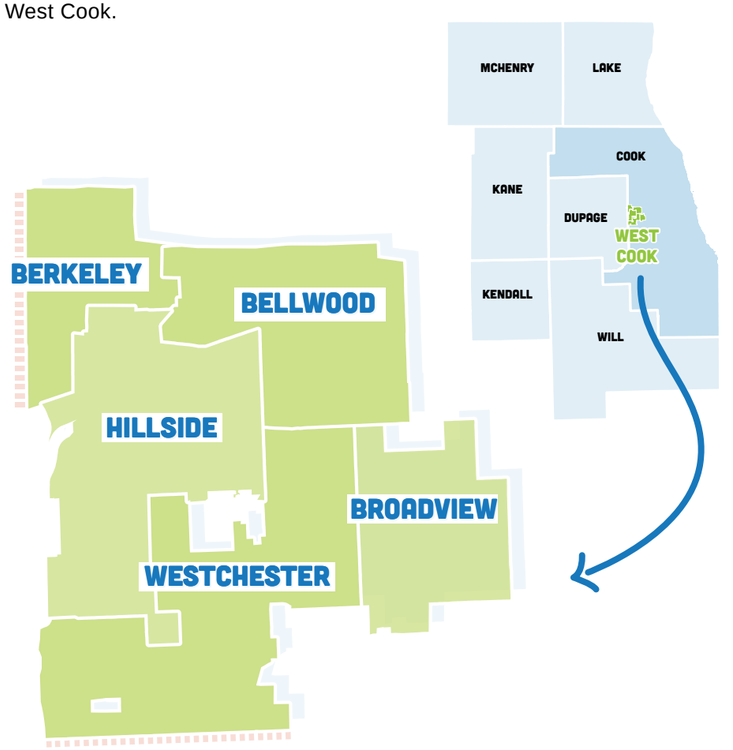
A sidewalk in Westchester, IL

ABOUT THE PLAN

The West Cook Bicycle and Pedestrian Plan is a collaborative effort between the Villages of Bellwood, Berkeley, Broadview, Hillside, and Westchester and serves as a roadmap for safe, accessible, and comfortable walking, biking, and rolling in the West Cook area.

The Villages of Bellwood, Berkeley, Broadview, Hillside, and Westchester partnered with the Chicago Metropolitan Agency for Planning (CMAP) to develop the West Cook Bicycle and Pedestrian Plan. The partnership between the five communities will help create a complete and connected network of bikeways and sidewalks that will allow community members to access their important destinations throughout the West Cook area – from the Salt Creek Trail to the Illinois Prairie Path.

This plan is designed to be actionable, fundable, and can be incrementally implemented, so that community members can see clear, consistent progress toward a goal of safer streets that serve the needs of everyone in West Cook.



A map of the study area boundaries: the Villages of Bellwood, Berkeley, Broadview, Hillside and Westchester

Driven by data and community input, the West Cook Bicycle and Pedestrian Plan lays out the why, where, when, and how the Villages can move toward a future of safer, more comfortable and accessible pedestrian and bicycle networks.

Plan Objectives

Identify **challenges and opportunities** for walking, bicycling, and rolling in the Villages

Develop **safe and accessible bicycle and pedestrian networks** for West Cook community members to access important destinations by walking, bicycling, or rolling

Provide **streetscape solutions and other strategies** to improve bicycle and pedestrian safety and comfort

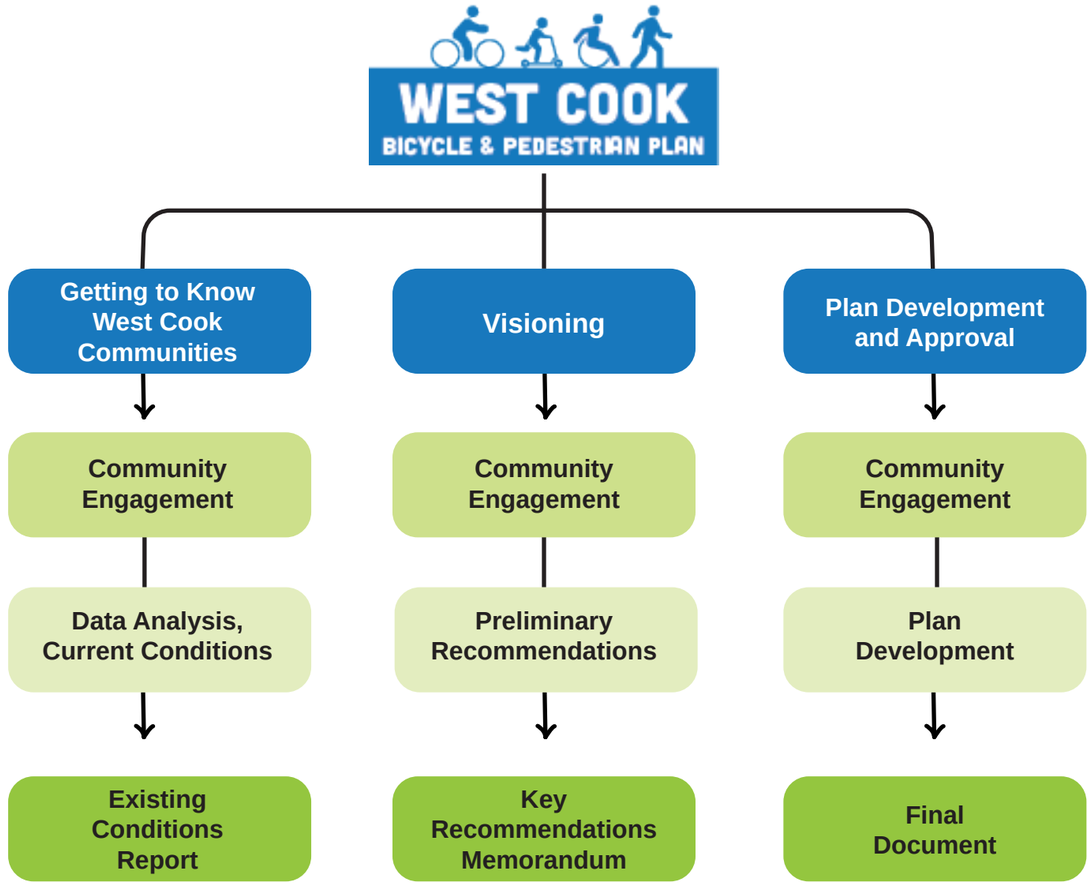
Why bicycling, walking, and rolling?

It is important that our communities have streets that are safe, comfortable, and accessible for all users, including people who travel by foot, mobility device, scooter, or bike. Bicycle and pedestrian plans, like this one, play an important role in shaping healthy, thriving communities.

Active modes of traveling have economic, environmental, social, and health benefits. And by making our streets friendly to everyone, Bellwood, Berkeley, Broadview, Hillside, and Westchester community members will have safer and more comfortable opportunities to walk, bike, or roll to schools, jobs, parks, community centers, local businesses, and to their family and friends in the West Cook region.

Plan Process

The plan was developed over three phases:



EXISTING CONDITIONS

The West Cook Bicycle and Pedestrian Plan provides a look into the West Cook community's current conditions and characteristics.

Planning Efforts

The West Cook Bicycle and Pedestrian Plan builds on the strong foundation of previous planning efforts within the five communities and the region. Additionally, Village policies and programs were reviewed, including "complete streets" policies, sidewalk replacement programs, and sidewalk snow clearance programs.

There are several ongoing active transportation plans and projects in and around the West Cook region which are relevant to this effort:

- 25th Avenue Bike Path Improvements (Broadview)
- Illinois Prairie Path (IPP) Extensions and Connections
- Taft Avenue Corridor Improvements (Berkeley and Hillside)
- Access Hillside: A Plan for Accessible Streets and Sidewalks (Hillside)
- Cook County Safety Action Plan

Mobility in West Cook

Bicycle and Pedestrian Barriers

West Cook has several major barriers that can make it difficult for people to walk, bike, or roll

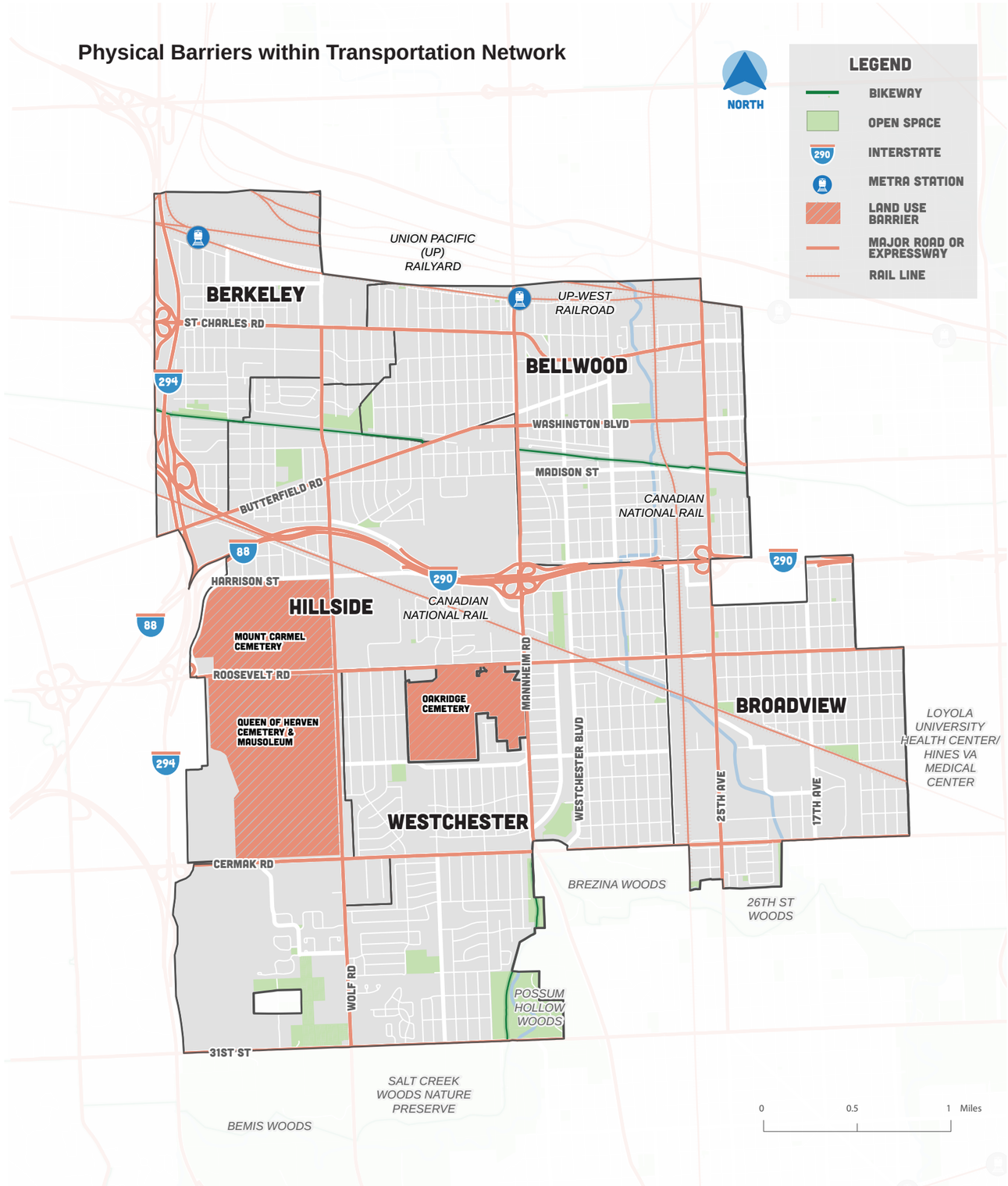
People are more likely to walk or bike when they have convenient, direct routes that make them feel safe and comfortable to travel along. Barriers such as expressways, major roads, railroads, or large, impassable areas of land make it difficult for people walking, bicycling, or rolling to safely and comfortably access important destinations. The barriers interrupt the West Cook street network, forcing people of all modes to travel further to reach a crossing.

> **IT'S CURRENTLY DIFFICULT TO WALK OR BIKE BETWEEN THESE VILLAGES DUE TO BARRIERS.**

Major roads disrupt connectivity among bicycle and pedestrian networks

The majority of West Cook's street network (77%) is made up of local streets owned by municipalities, which are, for the most part, comfortable to travel along until they meet a major roadway. Major streets have high traffic volumes, high travel speeds, and multiple travel lanes that can be

Physical Barriers within Transportation Network



dangerous and intimidating for people walking, bicycling, and rolling to travel along and/or cross. Additionally, many major streets have limited locations where people walking, bicycling, or rolling are able to cross. Many of the major roadways in West Cook bisect the region and disrupt connectivity between and within communities.

Existing Bike Network

On-street bike facilities are limited in West Cook

The West Cook area has just over four miles of bike facilities, primarily consisting of municipal park paths or regional trails (3.5 miles), but there are limited on-street bicycle facilities (0.75 miles) - meaning less than 1% of streets in the West Cook region have bicycling infrastructure. Because most of the current road network is not designed with bicyclists in mind, there are few opportunities to cross major roadways and barriers, limiting peoples' ability to bicycle across or outside of the five communities.

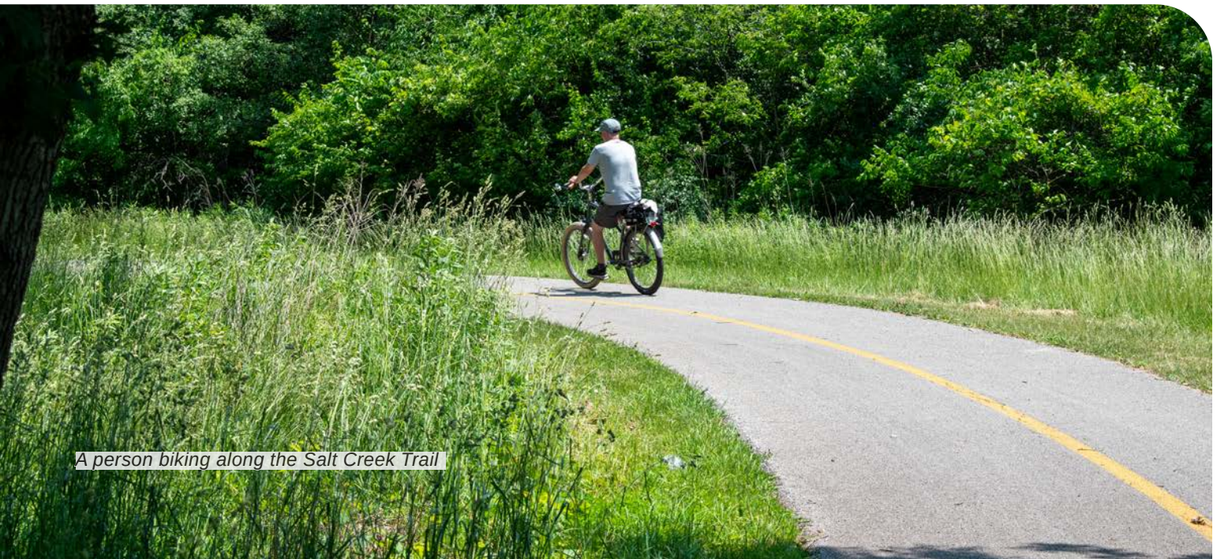
Regional trails are important resources in need of better connectivity

West Cook has several regional trails crossing or adjacent to its communities, including the Illinois Prairie Path, the Salt Creek Trail System, and the nearby Des Plaines River Trail.

The ***Illinois Prairie Path***, a 61-mile multi-use trail system following the former Chicago, Aurora & Elgin Railway, begins in Maywood and continues westward through the West Cook region, traveling through Bellwood, Berkeley, and Hillside. The trail is contiguous except for a gap between Mannheim Road and Butterfield Road in Hillside.

The ***Salt Creek Trail System***, which is under the jurisdiction of the Forest Preserve District of Cook County, is a network of nearly 16 miles of trails along the Salt Creek, running along the southeast border of Westchester and adjacent to south Broadview.

The 55-mile ***Des Plaines River Trail*** runs northeast of the West Cook region along the Des Plaines River, but does not connect to the Illinois Prairie Path, leaving a 2.5-mile gap between the two trails. A feasibility study for connecting the two trails was completed by the Active Transportation Alliance in 2023.



A person biking along the Salt Creek Trail

Existing Pedestrian Network

The pedestrian network plays a crucial role in communities and influences people's opportunities to get around by walking or rolling. Well-planned and designed pedestrian facilities, such as sidewalks, crosswalks, pedestrian signals, and pedestrian-friendly intersections provide safe and accessible pathways for people to navigate their communities on foot or by mobility device.

Existing sidewalk gaps disrupt the pedestrian network

Sidewalks provide dedicated space for pedestrians to travel within the public right-of-way. They can reduce risk of crashes, increase pedestrian comfort, increase the number of pedestrian trips, increase transportation options for those who do not drive a car, and contribute to physical and mental well-being. When sidewalks meet accessibility standards, they provide people using personal mobility devices, strollers, or walking, the opportunity to travel the public right-of-way independently and without challenges.

Existing Sidewalk Miles by Village

Village	Both Sides	One Side	Missing
Bellwood	34	6	1
Berkeley	15	3	4
Broadview	23	8	5
Hillside	14	9	13
Westchester	45	6	4
Total	**131 miles**	**32 miles**	**27 miles**

Within the West Cook area, the majority of streets in Bellwood (83%) and Westchester (81%) offer sidewalks on both sides. More than half of streets in Berkeley (68%) and Broadview (64%) have sidewalks on both sides, although in Berkeley, 21% of streets have no sidewalk at all. Only 38% percent of streets in Hillside have sidewalks on both sides, with 36% of streets having no sidewalk at all.

All five of the Villages are working to address gaps in their sidewalk networks and have projects planned for 2025.

Accessing Transit

Enhancing walking and biking infrastructure creates a ripple effect, making it easier for people to access public transit for longer, regional trips. Enabling people to walk and bike to transit can deliver a range of benefits, helping to reduce congestion and support healthy environments and communities. Within West Cook, investments in walking and biking will help expand access to the region's Pace Bus and Metra services, increasing access

and connectivity for community members.

There are over 250 bus stops serving seven bus routes in West Cook and all five Villages are served by at least one bus route. West Cook has stations at Bellwood and Berkeley on Metra's Union-Pacific West Line, which provides commuter rail service between Elburn and downtown Chicago.

Roadway Safety

Between 2018 and 2022, 5,308 crashes occurred in the West Cook area, resulting in 95 serious injuries and 15 fatalities. Within these five years, crashes resulting in serious injury or death decreased in 2019 and again in 2020 due to lower traffic volumes during the COVID-19 pandemic. Serious and fatal crashes since then (2020) have been on the rise.

Pedestrians and bicyclists are disproportionately seriously injured or killed in traffic crashes

Vulnerable road users are disproportionately seriously injured or killed when involved in a traffic crash compared to people in vehicles. While crashes involving people walking or bicycling accounted for just 2% of crashes, they accounted for 21% of all crashes resulting in a serious injury or death.

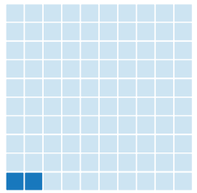
Major roads are a safety concern

Over half of traffic crashes (54%) resulting in serious injury or death occurred on major streets. Roosevelt Road, Mannheim Road, and Wolf Road, for example, are severe crash hot spots for all road users.

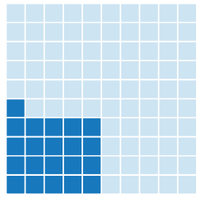
Local streets have room for improvement

Major streets are not the only locations where serious injury or fatal crashes occur. Between 2018 and 2022, nearly one-third of crashes (31%) resulting in a serious injury or fatality involving pedestrians occurred on local streets. This indicates that future recommendations will need to take a holistic look at all of the street network, providing improvement opportunities tailored to the different street contexts.

Crashes involving people walking and bicycling make up 2% of all crashes...

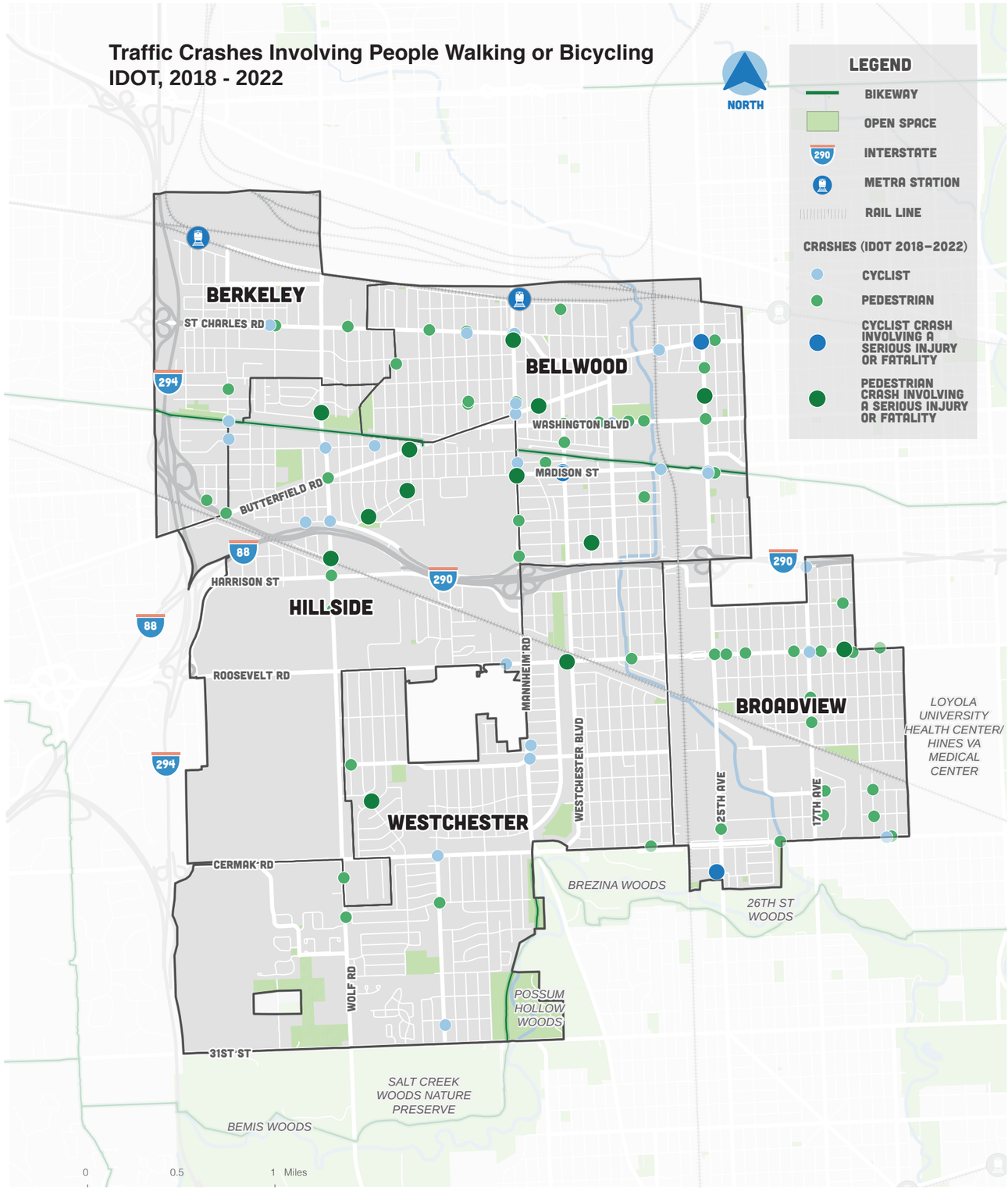


...but 21% of all crashes resulting in serious injury or death.



Pedestrians and bicyclists are 13x more likely to be seriously injured or killed in a traffic crash than motorists.

IDOT, 2018 - 2022



WHAT WE HEARD

Over the course of the plan's development, three rounds of outreach and engagement were conducted to ensure that community members from all five communities were continuously involved in the planning process.

Getting to Know the Community

In the first round of engagement, a variety of in-person and virtual activities were held across the West Cook area to identify and understand concerns and barriers to walking and bicycling and how active modes can be improved in West Cook. This included nearly 30 one-on-one stakeholder interviews, a community travel survey that was distributed online and in-person, a project website that housed an interactive mapping activity and idea board, and in-person events in each community.

Several takeaways emerged through these activities:

- Many people would like to bike more, however they do not feel safe biking along or across major roads with heavy traffic and high speeds.
- The Illinois Prairie Path and Salt Creek Trail are well-used and enjoyed by many but are not connected to key destinations or the area's wider trail network. People do not feel safe where these trails intersect with major roads.
- Despite having a well-built out sidewalk network, gaps in the network and sidewalk conditions can make walking, using a wheelchair, or using a mobility device challenging.

Community members shared ideas to improve walking and biking in West Cook, including:

- Safer crossings at major intersections
- More connections to shopping, schools, libraries, and other destinations—particularly via bike
- More amenities, such as benches, bike parking, and wayfinding
- Traffic calming measures near schools and other areas where pedestrians and bicyclists are present

Visioning

The second round of engagement focused on understanding the types of projects community members want to see to achieve the goals and objectives of the plan. Again, input was collected through an online and in-person survey, the project website, and in-person events in each community.

A visual preference survey was also developed, in which people were presented with photos of different types of bicycle or pedestrian projects and asked to indicate how much they would like to see it in their community.

Idea Board

Community members shared their ideas - big and small - to make walking, rolling, and bicycling more welcoming and comfortable.

While residents shared many preferences, a few types of improvements received the strongest support:

- Prioritization of both small-scale, easy-to-implement projects with a handful of larger-scale, long-term projects.
- Bicycle improvements including facilities on major streets, safe trail crossings, wayfinding signage, and better access to trails.
- Pedestrian improvements including better sidewalk conditions, more sidewalks, high visibility crosswalks, and asphalt art.

> "BIKE LANES, SIGNAGE, AND TRAFFIC CALMING MEASURES ALONG [SCHOOL] ROUTES"
>
> "CONNECT THE PRAIRIE PATH TO THE SALT CREEK TRAIL"
>
> "FLASHING WARNING [LIGHTS] AT INTERSECTIONS"
>
> "[THE IPP] IS A VITAL COMMUNITY ASSET THAT SHOULD BE ACCESSIBLE AND WELL-MAINTAINED..."
>
> "WE NEED SAFE, ACCESSIBLE PLACES TO PARK BIKES"
>
> "SAFER INFRASTRUCTURE AT MAJOR INTERSECTIONS"

Plan Development

In the final round of engagement, the project team attended community events within each of the West Cook Villages to share recommendations from the plan, promote involvement in the plan's implementation, and generate excitement about the future of walking, biking, and rolling in West Cook. The Villages were also provided social media materials to promote the completion of the plan online.

Throughout the planning process, the project team attended 25 pop up events throughout the area

IN-PERSON ENGAGEMENT EVENT LOCATIONS

A map of the five West Cook Villages and pins placed at locations of in-person events.

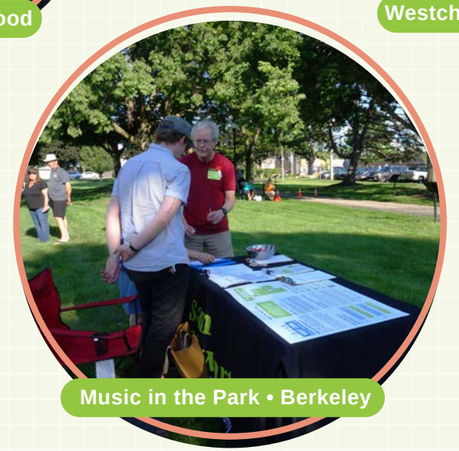
In the Community


Tour de Proviso • Bellwood

"[IT] WOULD BE NICE TO HAVE MORE SIGNAGE DIRECTING PEOPLE TO THE LIBRARY AND PARK"


Westchester Bike Rodeo • Westchester

"IT CAN BE SCARY TO WALK IN MY NEIGHBORHOOD BECAUSE WE DON'T HAVE SIDEWALKS AND CARS WILL HONK IF YOU WALK IN THE STREET"


Music in the Park • Berkeley

"SOMETIMES THERE'S NOWHERE SAFE TO RIDE. I'LL RIDE ON THE SIDEWALKS IF NECESSARY"


District 93 Student Leadership • Hillside

"I BIKE THE IPP OFTEN, BUT IT'S HARD TO GET TO ACTUAL DESTINATIONS"

Produce Pick Up • Broadview

Successes and Challenges

From the outset of the plan, the project team sought to ensure equal engagement from each of the five communities. The project team successfully attended events within each Village to promote the plan and talk to residents from all over West Cook, including events directly related to biking or walking, including the Tour de Proviso and the Westchester Bike Rodeo & Resource Fair.

The planning process benefited from strong engagement and project promotion through local schools, non-profit organizations such as the Illinois Prairie Path, and other local advocates for walking and bicycling in the area. One ongoing challenge was capturing survey responses, particularly during the visioning phase of the plan. To help compile more responses, the project team refreshed social media materials for the Villages and shared the survey through additional channels, such as schools.

Another ongoing challenge was engaging with underrepresented groups the project team was seeking to involve, including aging populations. For some older adults, a plan focused on biking and walking was not perceived as relevant or high priority. However, fruitful conversations were had when discussing bike or walking in the context of grandchildren or family members who use these modes.

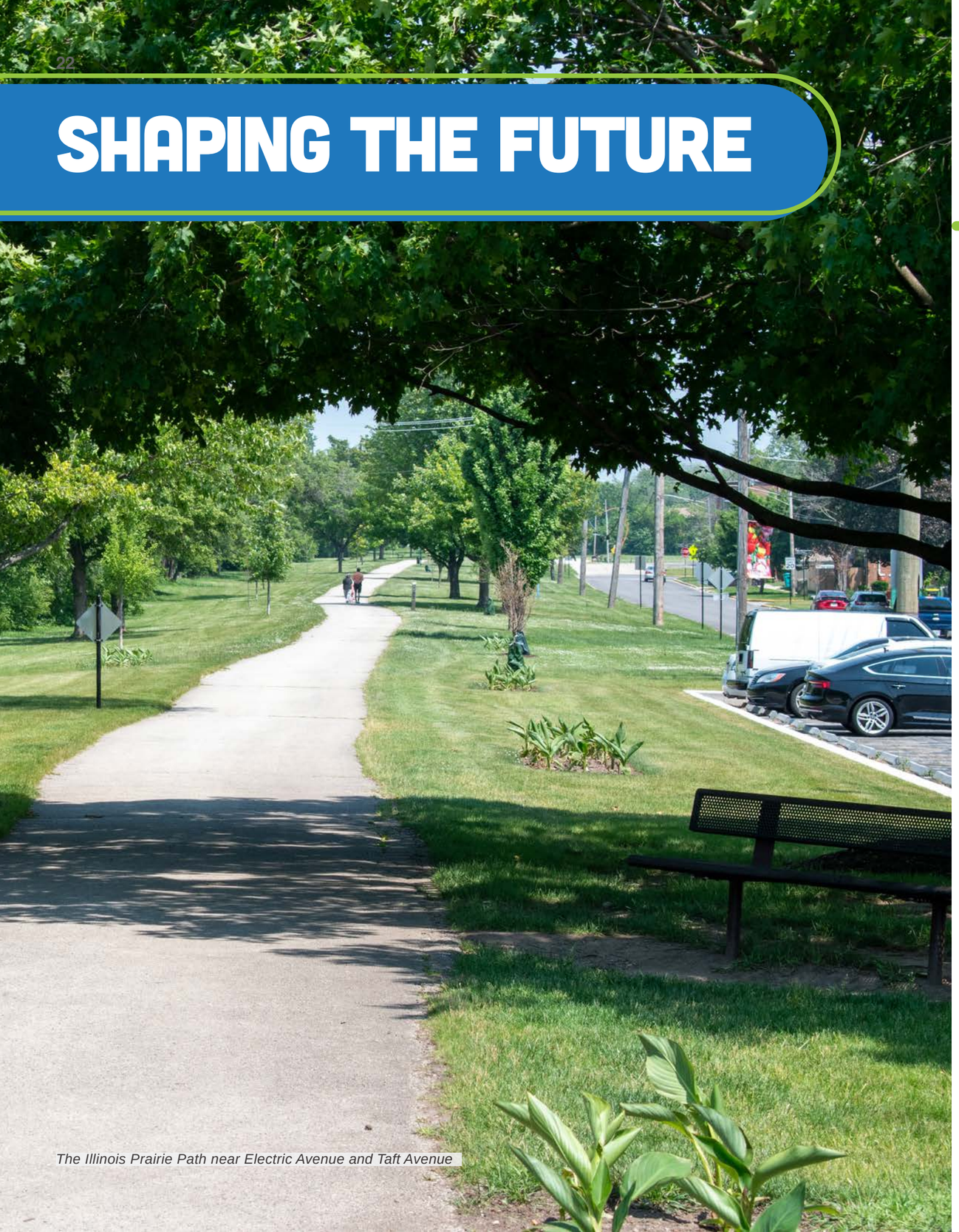
Project team staff talking with community member at the Westchester Bike Rodeo

Key Challenges and Opportunities

Community input, in tandem with data findings, informed the plan's key challenges and opportunities:

A graphic of three key challenges and the respective three opportunities.

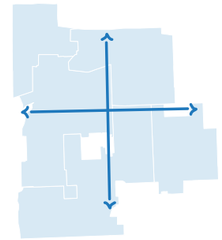
SHAPING THE FUTURE



The Illinois Prairie Path near Electric Avenue and Taft Avenue

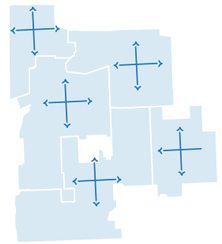
The West Cook Bicycle and Pedestrian Plan is a collaborative plan with recommendations for the next ten years.

To guide partnerships, funding, and decision making, the plan layers its bicycle and pedestrian solutions by transformative, municipal, and neighborhood-scale projects:



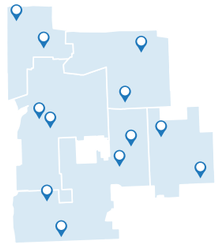
Transformative Projects

These are multi-jurisdictional projects – those that require Villages to work with each other and other agencies. Typically, they have far-reaching impacts but longer planning timelines.



Municipal Projects

These projects are tailored to individual communities and highlight what each community can do within their own boundaries to improving walking and bicycling.



Neighborhood Projects

Neighborhood projects are for municipalities, school districts, and other local entities to improve safety within neighborhoods. These projects are targeted to specific locations – like schools – and generally aim for quick-build installation efforts which could then be replaced by permanent infrastructure in the long term.

TRANSFORMATIVE PROJECTS

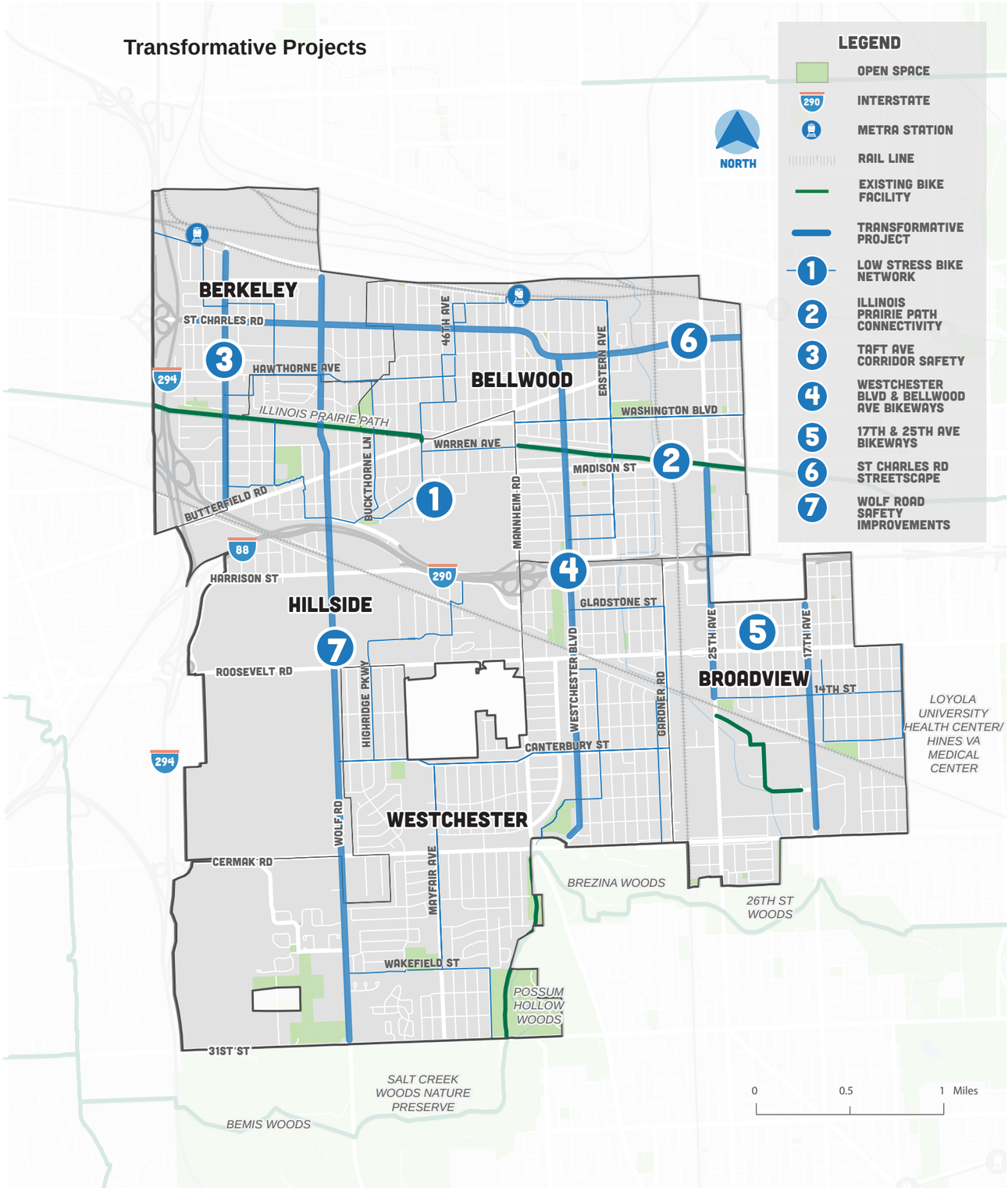
The following projects are multi-jurisdictional efforts that have significant, direct impact on walking and bicycling in the West Cook area.

These projects range in scale but, overall, require the cooperation of others. When implemented, these projects are intended to transform the landscape of walking and bicycling in the West Cook area.

The West Cook Bicycle and Pedestrian Plan presents seven transformative projects to be pursued over the coming years. To meet the plan's objectives, the transformative projects act on different scales, addressing opportunities for walking, bicycling, and safe crossings across all five West Cook communities. The transformative projects were informed by a series of conversations with municipal leaders and stakeholders, community input, and data analyses. The projects will require multi-jurisdictional coordination, dedicated funding, and conversations with other partners such as the Cook County Department of Transportation and Highways (DoTH) or the Illinois Department of Transportation (IDOT) to plan and implement.

Transformative Projects

	Bellwood	Berkeley	Broadview	Hillside	Westchester
Low Stress Bike Network	☑	☑	☑	☑	☑
Illinois Prairie Path Connectivity	☑	☑	☐	☑	☐
Taft Avenue Corridor Safety	☐	☑	☐	☑	☐
Westchester Boulevard and Bellwood Avenue Bikeways	☑	☐	☐	☐	☑
17th Avenue and 25th Avenue Bikeways	☑	☐	☑	☐	☐
St. Charles Road Streetscape	☑	☑	☐	☐	☐
Wolf Road Safety Improvements	☐	☑	☐	☑	☑



TRANSFORMATIVE PROJECT 1

Low Stress Bike Network

The Low Stress Bike Network proposes a connected network of bike facilities on low-volume, low-speed streets that is welcoming to people of all ages and abilities in West Cook. The network aims to connect people to the Illinois Prairie Path, Salt Creek Trail, and community destinations.

Developing a low stress bike network is a necessary step in providing a safe and welcoming bicycling environment for people of all ages and abilities – particularly for children riding to school, parks, and libraries. The West Cook Low Stress Bike Network proposes **21 miles of bikeways**. Generally following neighborhood streets, it is made up of shared, striped, and protected bike facilities.

Network Miles by Village

Village	Network Miles
Bellwood	5.4
Berkeley	2.2
Broadview	2.4
Hillside	3.8
Westchester	7.2
Total	21.0

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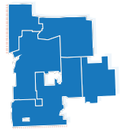
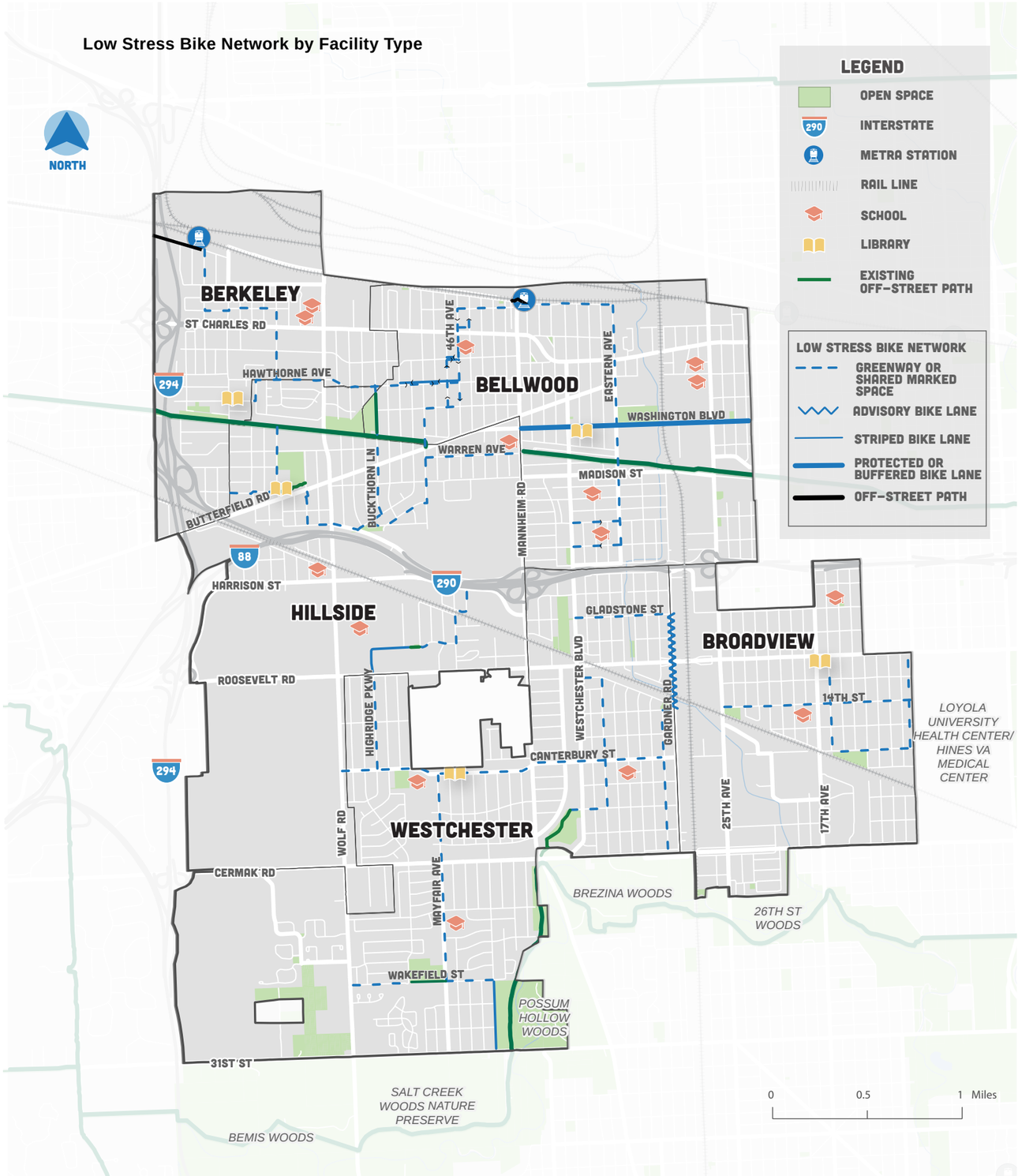


A low stress bikeway is a bike facility or street that feels comfortable, safe, and friendly for any person riding a bicycle.

It is essential to understand a person's bicycling comfort level - how much, how often, and where are they willing to ride a bike? Research has found that people who are interested but less experienced in bicycling are much more comfortable bicycling when they are separated from fast-moving vehicles and/or high volumes of vehicle. The Low Stress Bike Network is designed for Level of Stress 1 and 2.

Bicycle Level of Traffic Stress



The development of the bike network was – and continues to be – an iterative process. The low stress bike network should be considered a living recommendation that can be updated as the bicycle culture grows, community interests evolve, and opportunities arise.

Developing the Low Stress Bike Network

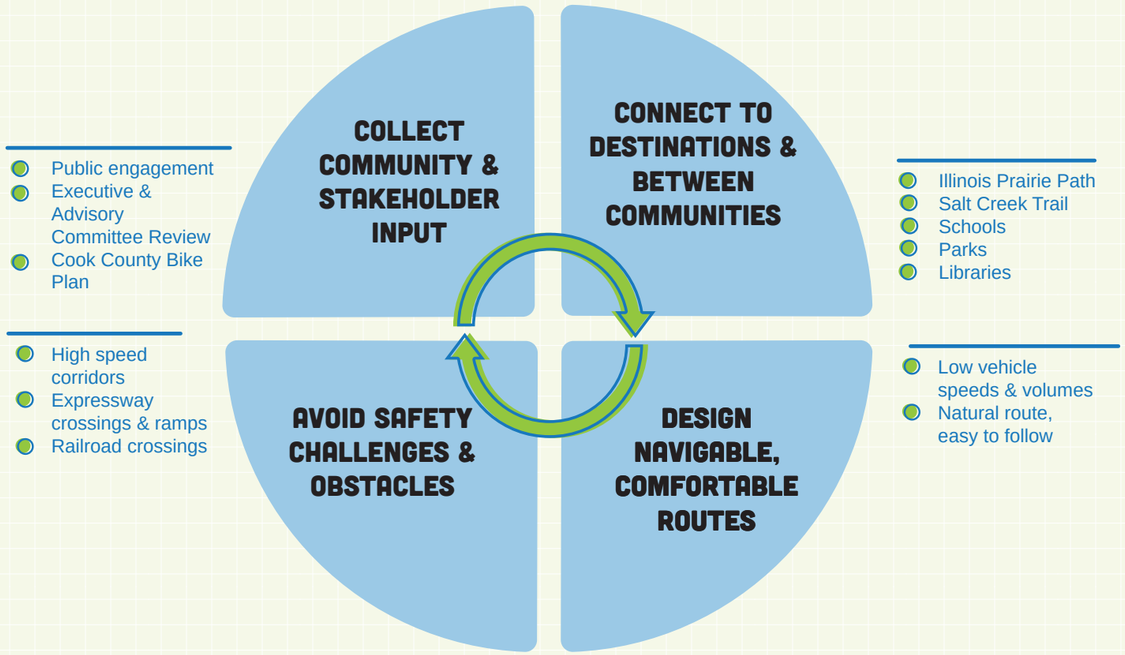
The Low Stress Bike Network builds on Cook County's Bike Plan which outlines strategies to improve bicycling conditions and expand access to low stress bike routes across the county. From there, key community destinations, roadway factors, and physical safety challenges and obstacles were identified.

With public and stakeholder input at hand, all elements were collectively considered and guided by the following:

Select local, residential streets preferring:

- *Routes that run parallel to major streets*
- *Routes that cross major streets at intersections with traffic signals*
- *Routes that have a limited number of turns and jogs*
- *Routes that avoid physical, dangerous barriers*

Low Stress Bike Network Development Process



For each unique route segment, the appropriate facility type was identified based on the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guidance (3rd Edition). The following selection guidance considers a street's speed limit and daily vehicle traffic volumes to determine what type of bike facility may be appropriate. The guidance, however, is flexible.

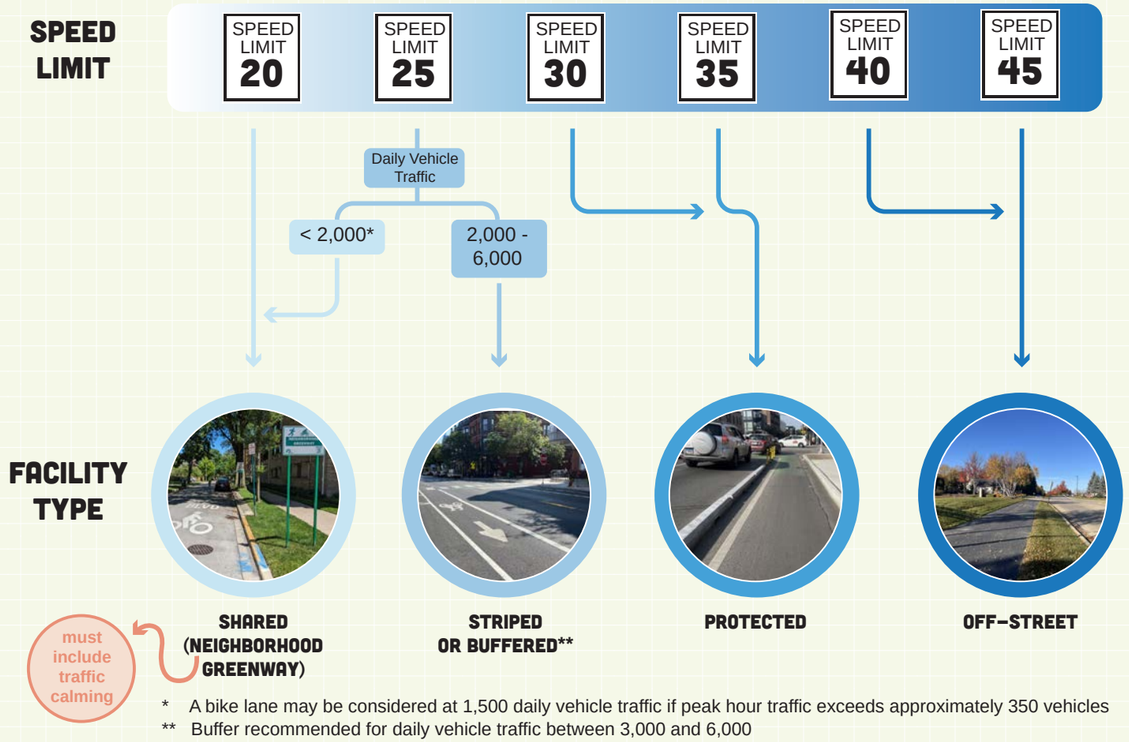
Given a roadway's environment, such as available right-of-way or community interest, a bike facility type can always be upgraded to a higher-level facility. Additionally, each bike facility should be tailored to include traffic calming, where appropriate.

The guidance identifies four categories of bike facilities:

- Shared facility *(marked shared lane or neighborhood greenway)*
- Striped bike lane or buffered bike lane
- Separated or protected bike lane
- Off-street (shared use path or sidepath)

Each of the bike facilities is described in the **Appendix: Bikeways Toolbox.**

Low Stress Bike Facility Selection Guidance



* A bike lane may be considered at 1,500 daily vehicle traffic if peak hour traffic exceeds approximately 350 vehicles

** Buffer recommended for daily vehicle traffic between 3,000 and 6,000

The Low Stress Bike Network is intended to be implemented over time, with near, mid, and long-term timelines.

Implementing the Network Over Time

The Villages should coordinate and implement the Low Stress Bike Network using a phased approach. The network segments are phased by Tier (1, 2, or 3) based on feasibility, estimated cost, timeline, barriers, and community feedback.

The Low Stress Bike Network is an actionable network leveraging much of the Villages' existing neighborhood streets.

> THERE IS AN ABSOLUTE NEED TO CONNECT THE TWO TRAILS [IPP AND SALT CREEK TRAIL] TOGETHER IN A SAFE WAY.

Tier 1 Next 5 years

Tier 1 routes make up the Low Stress Bike Network next steps. These segments are quick-build in nature and can be installed using paint, flexible materials, and signage. Tier 1 segments are priority routes based on community feedback and make connections to key destinations. All routes are under West Cook Village jurisdiction.

Tier 2 5 to 7 years

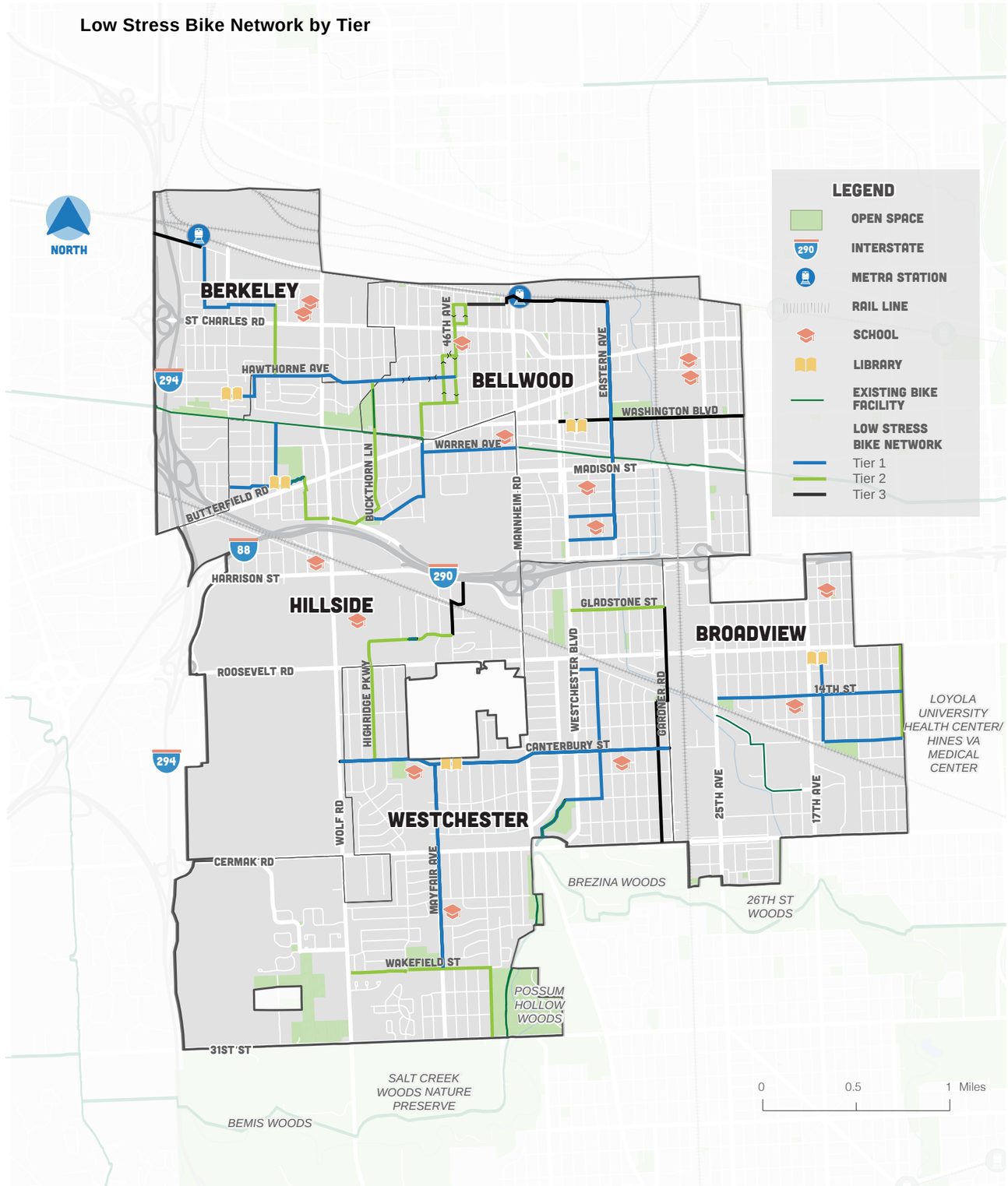
Tier 2 segments extend the Tier 1 segments but may involve more complicated crossings or jurisdictional and/or stakeholder coordination.

Tier 3 8 years and more

Tier 3 segments are more ambitious facilities that involve more complicated crossings and require more substantial reconstruction or jurisdictional coordination. While implementation is imagined for the long-term, conversations and planning should start in the next few years. As the bike culture grows, Tier 3 segments may be re-evaluated to account for how community needs have evolved.

Low Stress Bike Network Miles by Tier by Village

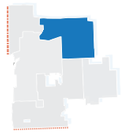
Village	Tier 1	Tier 2	Tier 3	Total
Bellwood	2.2	1.4	1.7	**5.4**
Berkeley	1.1	0.8	0.3	**2.0**
Broadview	1.9	0.5		**2.4**
Hillside	1.4	2.0	0.4	**3.8**
Westchester	2.8	3.9	0.5	**7.2**
Total	9.4	8.7	3.0	**21.0**



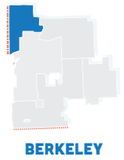
The Low Stress Bike Network cannot be truly 'low stress' without safe, comfortable crossings at intersections. To ensure a comfortable network, the following intersections require safety improvements:

The Low Stress Bike Network must encourage low motor vehicle speeds and volumes through traffic calming; provide safe, comfortable crossings – particularly at major streets; and connect to other low stress routes.

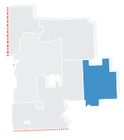
Low Stress Bike Network Key Intersections



Bellwood Intersection	Intersection Improvements
St. Charles Road & 46th Avenue	• Provide pedestrian signal enhancements, including Leading Pedestrian Intervals and Pedestrian Countdown Timers • Install bike intersection markings • Provide contraflow for northbound bicyclists
Mannheim Road & Warren Avenue	• See *Illinois Prairie Path Connections*
Mannheim Road & Madison Street	

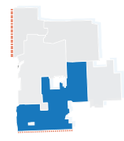


Berkeley Intersection	Intersection Improvements
Taft Avenue & Huron Street	• Install bike intersection markings for bicyclists traveling across Huron Street • Stripe high visibility crosswalks • Install ADA compliant curbs
St. Charles Road & Hillside Avenue	• Establish a mid-block crossing with high visibility crosswalk and rectangular rapid flashing beacon • Evaluate opportunities for Pedestrian Hybrid Beacon and safety enhancements • Track *St. Charles Road Diet* and *Wolf Road Shared Use Path* improvements • Install ADA compliant curbs
Wolf Road & Hawthorne Avenue	



Broadview Intersection	Intersection Improvements
9th Avenue & 14th Street	• Install bike intersection markings • Install bicycle signage and wayfinding • Install traffic calming approaching and at intersection • Install ADA compliant curbs
9th Avenue & 16th Street	
Gardner Road & Dickens Street	• Improve visibility and sight distance (or daylighting) at the intersection • Install bike intersection markings • Install bicycle signage wayfinding • Install traffic calming approaching and at intersection

Hillside Intersection	Intersection Improvements
Wolf Road & Jackson Boulevard	• Reduce curb radii • Install high visibility crosswalks on north, east, and west legs • See *Wolf Road Shared Use Path* improvements • Install ADA compliant curbs
Butterfield Road & Elm Street	• Install high visibility crosswalks across Elm Street • Upgrade beacon to Rectangular Rapid Flashing Beacon
Butterfield Road & Buckthorne Lane	• Add a quick build curb extensions, coordinating with Pace • Install high visibility crosswalks • Install ADA compliant curbs
Butterfield Road & Forest Avenue	• See *Illinois Prairie Path Connections*
Mannheim Road & Warren Avenue	• See *Illinois Prairie Path Connections*
Mannheim Road & Madison Street	
Roosevelt Road & Fencl Lane	• Install high visibility crosswalks • Stripe bike intersection markings • Reduce curb radii • Add pedestrian signal improvements, including Leading Pedestrian Interval • Install ADA compliant curbs
Wolf Road & Hawthorne Avenue	• Establish a mid-block crossing with high visibility crosswalk and rectangular rapid flashing beacon • Evaluate opportunities for Pedestrian Hybrid Beacon and safety enhancements • Track *St. Charles Road Diet* and *Wolf Road Shared Use Path* improvements • Install ADA compliant curbs



Westchester Intersection	Intersection Improvements
Mannheim Road & Canterbury Street	• Install bike intersection markings • Reduce curb radii • Install traffic calming approaching and near intersection on Canterbury Street • Install ADA compliant curbs
Roosevelt Road & Highridge Parkway	Same as recommendation in [Hillside] • Install high visibility crosswalks • Stripe bike intersection markings • Reduce curb radii • Add pedestrian signal improvements • Install ADA compliant curbs
Cermak Road & Mayfair Avenue	• Install high visibility crosswalks • Refresh bike intersection markings • Install ADA compliant curbs
Gardner Road & Dickens Street	Same as recommendation in [Broadview] • Install daylighting • Install bike intersection markings • Install bicycle signage wayfinding • Install traffic calming approaching and at intersection

The following strategies are for the Villages of Bellwood, Berkeley, Broadview, Hillside, and Westchester to pursue in coordination with other agencies and stakeholders.

Low Stress Bike Network Strategies

Short-Term Strategies

- Install Tier 1 Low Stress Bike Network facilities
- Coordinate with agencies and stakeholders to install key intersection improvements along the Tier 1 network
- Hold community engagement to support Low Stress Bike Network education and inform Tier 2 network implementation
- Identify funding for preliminary engineering for Tier 2 bikeways and traffic calming

Mid-Term Strategies

- Install Tier 2 Low Stress Bike Network facilities
- Coordinate with agencies and stakeholders to install key intersections along the Tier 2 network
- Hold community engagement to support Low Stress Bike Network education and inform Tier 3 network implementation
- Identify funding for preliminary engineering for Tier 3 bikeways and traffic calming

Long-Term Strategies

- Install Tier 3 Low Stress Bike Network facilities
- Coordinate with agencies and stakeholders to install key intersections along the Tier 3 network

Illinois Prairie Path entrance near Butterfield Road

TRANSFORMATIVE PROJECT 2

Illinois Prairie Path Connections

BELLWOOD • BERKELEY • HILLSIDE

Illinois Prairie Path Connections focus on physical improvements to support a more accessible, navigable, and well-connected trail.

The IPP is a 61-mile multi-use trail system following the former Chicago, Aurora, & Elgin Railway. Approximately 3.2 miles of the trail are in West Cook, running westward through Bellwood, Hillside, and Berkeley.
As the fulcrum of active transportation in the area, it is essential that the trail is well-connected, easy to find, and safe to travel to and from for residents of all ages and abilities.

3.2 miles
of the Illinois Prairie Path travel through West Cook

Residents and stakeholders have expressed the need for more “trails to the trail,” improved signage and wayfinding, and more bicyclist- and pedestrian-friendly infrastructure around the IPP. Recommendations focus on creating more access points, safer crossings, and improved wayfinding.

By implementing these improvements and leveraging opportunities as they arise, there will be cascading effects that enhance trail access and encourage greater use.

Safe Access Points

Mid-Block Crosswalk Safety Improvements
The IPP frequently intersects with roads mid-block. Most of these crossings have stop signs for trail users, advance warning signage (e.g. ‘bike x-ing’) for drivers, and high-contrast crosswalks. However, trail access and safety can be enhanced by considering the whole block and incorporating measures to calm traffic as motorists approach crossings, call better attention to crossings, and encourage predictable behavior among all road users.

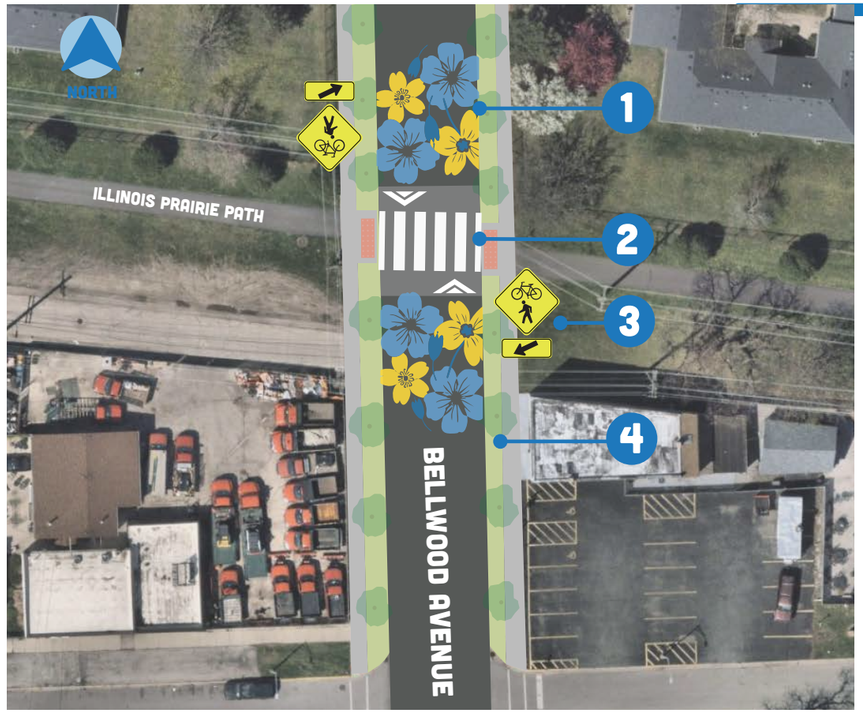
Mid-block Crosswalk Locations
Two mid-block crossings are located at Bellwood Avenue and Eastern Avenue, both under the jurisdiction of the Village of Bellwood. While the locations already have safety features, including advance warning signs, crosswalk signs, and recently striped crosswalks, additional enhancements, such as asphalt art, raised crosswalks, and retroreflective signage, at these locations can improve safety for trail users. Traffic calming measures – such as curb extensions or chokers – north and south of the crossing can also ensure that motor vehicles are traveling at safe speeds and are more likely to see trail users crossing.

Community Spotlight

The Village of Villa Park has already implemented several trail crossing features at Villa Ave and the IPP including: a raised high visibility crosswalk, Rectangular Rapid Flashing Beacons, bike racks, pedestrian-scale lighting, wayfinding, and “crosswalk ahead” pavement markings.

The Illinois Prairie Path sign in Hillside, IL

Illinois Prairie Path at Bellwood Avenue

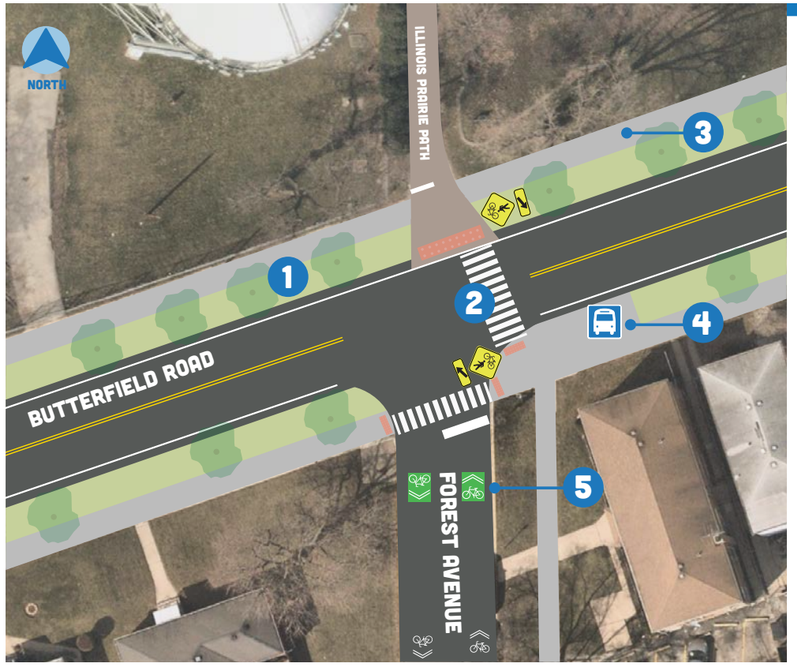


1. Asphalt Art
2. Raised Crosswalk
3. Updated Retroreflective Signage
4. Landscaping and Vegetation

The IPP crossing at Butterfield Road, a state-owned road, is a well-used and critical crossing, connecting the trail from an on-street route on Forest Avenue back to the IPP's main stem. While there are safety features at the crossing, the existing crosswalk could be improved with re-striping and widening. This crossing can also be significantly improved by calming traffic on Butterfield Road to create a more comfortable street for all road users.

This section of Butterfield Road lacks curbs throughout, has gravel between the road and sidewalks which is often used for street parking, and is missing sidewalks on the north side of the street east of the IPP. These conditions result in a lack of delineation between spaces for different road users and do not give the perception of a space pedestrians and bicyclists are expected to use. As opportunities arise, the Village of Hillside should coordinate with the Illinois Department of Transportation (IDOT) to ensure elements such as curbs, sidewalks, and vegetated parkways are incorporated along Butterfield Road, both to calm traffic along the approaches to the IPP and ensure a safe and comfortable experience for pedestrians, trail users, and transit users.

Illinois Prairie Path at Butterfield Road



1. Parkway, street trees, and curbing installation
2. Widened, re-striped, and straightened high visibility crosswalk
3. Sidewalk installation on north side, east of IPP
4. Relocation of bus stop to far side of intersection with ADA upgrades, including landing area for transit users
5. Shared lane markings on Forest Avenue

Mid-Block Crosswalk Key Intersections

Illinois Prairie Path Cross Street	Recommended Improvement	Other Considerations
Bellwood Avenue Eastern Avenue	• Install asphalt art, wayfinding signage, traffic calming • Provide landscaping and vegetation at the path entrance • Provide retroreflective signage	Raised crosswalk to increase visibility of pedestrians and bicyclists and calm traffic

Illinois Prairie Path Cross Street	Recommended Improvement	Other Considerations
Butterfield Road	• Re-stripe and widen crosswalk with high visibility markings • Add sidewalks on north side of Butterfield where they are lacking • Add curbs and parkways on north and south sides of Butterfield	Coordination with IDOT is needed. Consider ADA improvements at Pace stops along Butterfield, including curb cuts; relocation of east bound bus stop to far side

What is Asphalt Art?

Asphalt art involves the use of intersection murals, crosswalk art, and painted plazas or sidewalk extensions as a tool to increase the visibility of pedestrian spaces, activate and beautify the public realm, and encourage drivers to slow down for pedestrians and bicyclists. Asphalt art is relatively low-cost, quick to implement, and can be either permanent or used to test longer-term road redesigns.

Community Spotlight

Asphalt art has been popping up throughout the Chicagoland region. The Village of Deerfield promotes public art through its Fine Arts Commission, which sponsors an annual mural program. Each year, students from Deerfield High School create large murals displayed along Waukegan Road and at the Jewett Park Community Center. While not always directly on asphalt, these colorful ground-level murals often extend onto walkways and contribute to the community's visual culture and youth engagement in public space design.

A major safety challenge for bicyclists and pedestrians on the IPP is crossing major streets.

Major Street Intersection Safety Improvements

The IPP intersects with several high-volume roads, which are impassable or unsafe to cross mid-block. The preferred approach is to redirect people to cross at the nearest intersection, making it essential that these intersections are comfortable and easy for people to cross. Many of these crossings are at state-owned streets, which will require coordination with IDOT to make improvements.

> **CROSSING BUSY ROADS LIKE 25TH OR MANNHEIM WITHOUT PROPER BIKE INFRASTRUCTURE CAN BE TERRIFYING AND UNSAFE**

25th Avenue

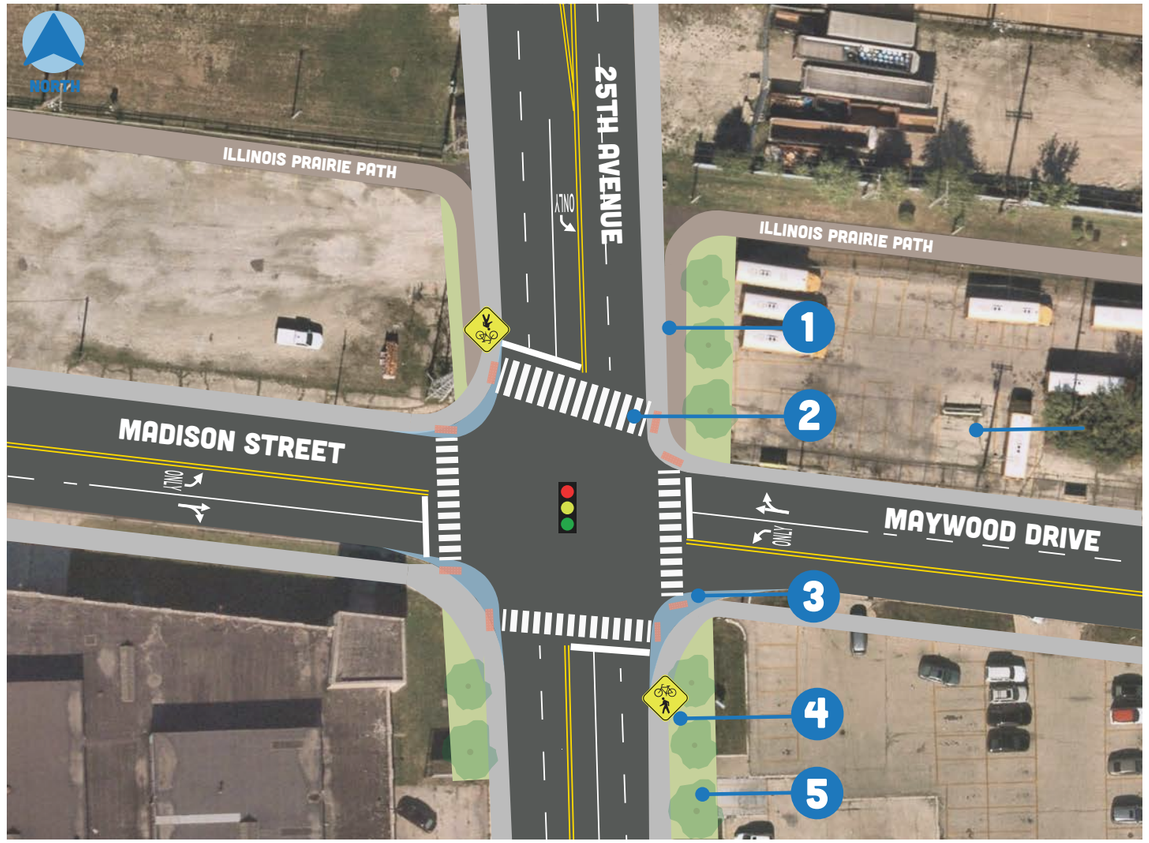
Where the IPP intersects 25th Avenue, IPP users must travel to cross at a signalized intersection on Madison Street and Maywood Drive. Presently, the sidewalks on 25th Avenue are narrow and in disrepair. While curb cuts have been installed at the intersection, the sidewalks and pavement around them are uneven and in need of repair. Recently 25th Avenue was resurfaced, which included new transverse crosswalk markings along three legs of the intersection under the jurisdiction of Bellwood.

25th Avenue

The Village of Bellwood has approved the development of a restaurant with a drive-thru at the northwest corner of the intersection and is working with the IPPc to determine how to incorporate the IPP and ensure safe trail access with the addition of driveways and additional motor vehicle traffic at this corner.

As this intersection evolves, the following improvements are recommended. The improvements will require coordination with the Village of Maywood and the IPPc.

Madison Street & 25th Avenue near the Illinois Prairie Path



1. Widen the sidewalks/path on northwest and northeast corners to a minimum of 10 feet; Update signage to direct trail users
2. High visibility crosswalks at all four legs; Install leading pedestrian interval at traffic signal
3. Reduced curb radii on northwest, southwest, and southeast corners to shorten crossing distances and slow turning speeds
4. Advance warning signage along 25th Avenue approaching Madison Street/Maywood Drive
5. Plant street trees and vegetation

Taft Avenue

The Village of Berkeley is undergoing Preliminary Phase I Engineering for the Taft Avenue Corridor Plan, which aims to beautify Taft Avenue, improve access to and from the IPP, and spur economic development along the corridor. Central to the project is the addition of bike lanes along Taft Avenue and improving crossings along the corridor, including at the IPP. Recommendations for this crossing are provided within the **Taft Avenue Corridor Safety** section.

Illinois Prairie Path at Taft Avenue and Electric Avenue

Mannheim Road

Mannheim Road is the most challenging road to cross on the IPP within West Cook, given high traffic volumes, heavy truck traffic, and little infrastructure for safe, comfortable, and accessible crossing. Currently, IPP users reach Mannheim Road at a mid-block location and are routed north to cross at Washington Boulevard or south to cross at Madison Street—both signalized intersections. Once across Mannheim Road, bicyclists then must backtrack to either continue east on the IPP or west on Warren Avenue. Not only does this step add approximately 0.2 miles of travel distance, but large sections of sidewalks along Mannheim Road are narrow, in disrepair, lack an adequate buffer from traffic, and are occasionally obstructed by light poles, making travel nearly impossible for those with wheelchairs, strollers, or bike trailers. Due to these inadequate and inconvenient conditions, some IPP users choose to cross mid-block at Mannheim Road where there is no crossing infrastructure.

Two options for improving crossing conditions are already being explored by IPPc and the Villages of Bellwood and Hillside:

1. IPPc volunteers proposed a reconfiguration of the IPP on the east side of Mannheim Road to curve south, incorporating a shared use path and protective barrier along Mannheim Road to Madsion Street, where IPP users would cross.
2. The Village of Hillside has explored the option of maintaining a crossing at Madison Street and developing a shared use path on the west side of Mannheim Road that would re-route the IPP north to Washington Boulevard where trail users would travel west to Butterfield Road to re-connect with the IPP.

In addition to the above options, the Villages of Hillside and Bellwood should coordinate with IDOT and IPPc to explore future opportunities - such as a new traffic signal or Pedestrian Hybrid Beacon - to cross at Warren Avenue as this is the most direct and convenient route for trail users. In forming short-term and long-term next steps, decision makers must prioritize the safety of vulnerable road users crossing.

Given the existing efforts underway, this Plan does not provide concepts for the Mannheim Road. However, their is tremendous need for creating a safe crossing at this location.

All recommendations should be coordinated with IDOT as plans for Mannheim Road progress. Given the large number of driveways for commercial businesses along Mannheim Road, some of which are redundant, the Village of Bellwood with IDOT, should evaluate access management, or driveway consolidation, to minimize conflict between pedestrians/bicyclists and vehicles, particularly if the Village pursues a shared use path north to Washington Boulevard.

Illinois Prairie Path Major Street Key Intersections

Illinois Prairie Path Cross Street	Recommended Improvement
Taft Avenue	• See *Taft Avenue Corridor Safety*
25th Avenue	• Widen the sidewalks/path to a minimum of 10 feet • Update signage to direct trail users • Stripe high visibility crosswalks • Install leading pedestrian interval at traffic signal • Reduce curb radii shorten at intersection corners • Plant street trees and vegetation
Mannheim Road	• Coordinate with Villages, IDOT, and IPPc - continuing to evaluate options and prioritizing safety of vulnerable road users • Coordinate with IDOT on multi-year improvement program for expected overlay and ADA improvements on Mannheim Road (Lake Street to I-290) • Install shared use paths along Mannheim Road where trail users are routed • Stripe high visibility crosswalks at all legs • Install advance warning signage approaching designated IPP crossing point • Install crossing signage at designated IPP crossing point • Install leading bike/pedestrian intervals at Mannheim Road traffic signals • Install ADA compliant upgrades • Reduce curb radii on Madison Street
Warren Avenue *extension of Mannheim Road*	• Stripe high visibility markings • Install shared marked lanes on in east and westbound directions in line with the proposed Low Stress Bike Network • Install wayfinding signage – prioritized near Mannheim Road and Forest Avenue – directing intended route crossing Mannheim Road at traffic signal

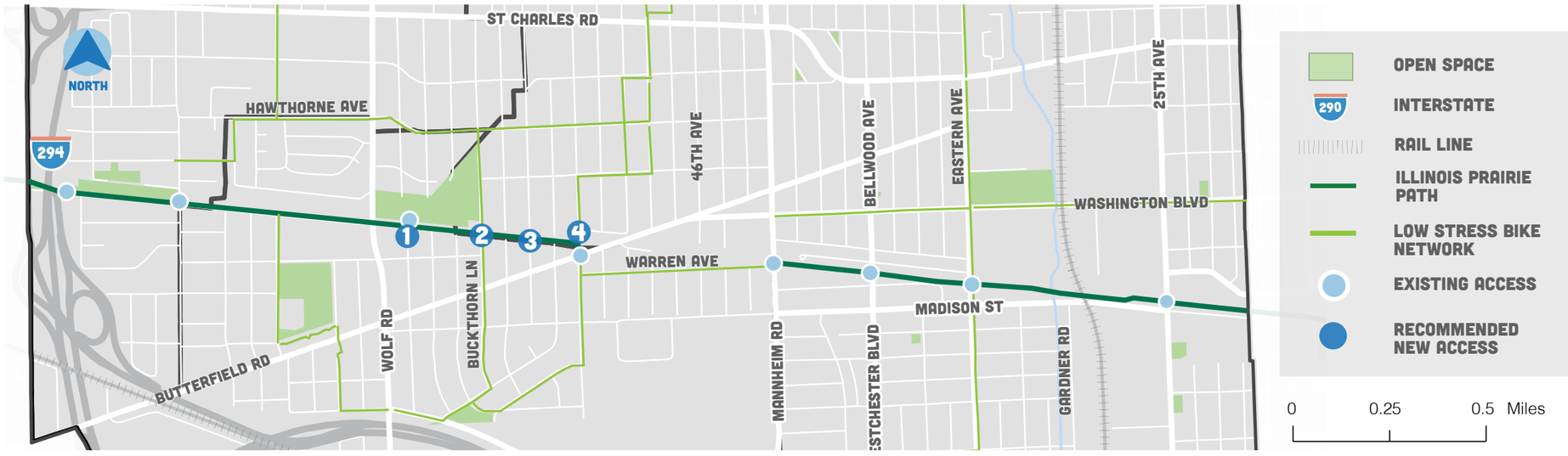
New Access Points

The IPP runs adjacent to roads that were originally constructed to follow the railroad; however, well-defined access points from these streets to the IPP are often lacking and many residential cul-de-sacs that are in proximity to IPP do not have paths that connect to the trail.

The Village of Hillside has two paved access points that connect Electric Avenue to the IPP, however as the trail moves east, accessible entry points become more intermittent. The IPP also runs immediately adjacent to Berkeley Park and Eisenhower Park, both of which connect to the IPP, but could benefit from more access points to increase connectivity between neighborhoods adjacent to these parks. In the long-term, the Villages should consider installing path connections at all points where cul-de-sacs terminate at the IPP, as appropriate. However, in the near-term, select access points should be prioritized.

New access points to the IPP are based on connections to the Low Stress Bike Network. Aerial imagery was also used to identify “desire paths” – informal paths created by people walking or bicycling which lead to visibly eroded grass or vegetation. Desire paths demonstrate where there is demand for specific routes and how people are naturally inclined to travel. Proposed access points are shown below.

Existing and Recommended IPP Access Points



New Access Points

Illinois Prairie Path Cross Street	Recommended Improvement
53rd Avenue	• New access point north of the IPP, providing connection between 53rd Avenue and Buckthorn Lane
51st Avenue	• New access point north of the IPP, providing connection across 51st Avenue
49th Avenue	• New access point north of the IPP, providing connection between 49th and Butterfield Road

Illinois Prairie Path Cross Street	Recommended Improvement
Iroquois Road	• New access point south of IPP, connecting Iroquois Road to Hillside Commons
Buckthorn Lane	• New access point north of the IPP, providing connection between 53rd Avenue and Buckthorn Lane
51st Avenue	• New access point north of the IPP, providing connection across 51st Avenue


Recently upgraded access point

Wayfinding and signage are a critical piece of connecting the IPP to nearby community amenities and destinations, ensuring that people can navigate to and from the trail with ease.

Wayfinding

Wayfinding is a relatively low-cost, low-effort step the Villages can immediately implement to improve trail access and demonstrate a commitment to making West Cook a walkable, bikeable area. It can also be a valuable way to invite and encourage non-residents to patronize local businesses and destinations that they may not otherwise be aware of.

There are opportunities to provide a more cohesive brand identity and offer improved directions and orientation to IPP users. Currently, there is little wayfinding to indicate where trail users are relative to the larger Villages or county. As the trail moves west from Maywood, street crossings become more intermittent, making it increasingly difficult to keep track of one's specific location without reference points. Likewise, there is minimal signage on the street directing people to the IPP.

The five Villages should work collaboratively with IPPc to install signage to direct people from key destinations (such as schools, parks, or libraries) to the IPP. Signage could be bespoke, to match IPP branding, or in the form of standard bicycle routing street signs.

The Cook County Bike Plan proposes the development of a wayfinding toolbox to provide a consistent brand identity and signage system for regional trails across the County, including mile markers, signs indicating mileage to key destinations, and signs at crossings to indicate the trail name and road being crossed. While this toolbox is not yet developed, the five Villages and IPPc should coordinate wayfinding efforts with Cook County DoTH to support, and perhaps even spearhead, a unified wayfinding system across Cook County. There may also be an opportunity to involve the FPCC to bolster wayfinding between the IPP and the Salt Creek Trail. As an additional reference, the DuPage Trails Plan offers a signage toolkit that establishes branding, including iconography, for portions of the IPP within DuPage County, and signage concepts to guide wayfinding on the County's trail system.

Given the overlap between trails in Cook and DuPage County, the toolkit could serve as a useful reference for adapting signage to the IPP in the West Cook area. Recommended signage includes on-road, directional signage and trail and trailhead signage.

Existing IPP sign

On-Road, Directional Signage

- On-road signs directing people from key destinations, such as schools, parks, and libraries to the IPP
- Cautionary or safety signage at points where trail users should cross at an intersection or are re-routed from the trail

Trail & Trailheads Signage

- Trail access signs indicating where trail users can find access points to the IPP
- Trail signs with directional wayfinding information from the IPP to key destinations
- Trailhead kiosks at key points along the IPP, such as parks, to provide a trail map
- Signage indicating which types of micromobility devices, such as electric bikes and electric scooters, are permitted on the trail

Community Spotlight

On Road Signs

The City of Wheaton uses wayfinding to guide bicyclists. In 2017, the City used the assistance of the Congestion Mitigation and Air Quality Improvement federal grant funding to install over 700 wayfinding signs, identifying bike routes and directing riders to the Illinois Prairie Path.

Source: City of Wheaton

Trail & Trailhead Signs

The Village of Libertyville provides trail signage indicating to trail users where to cross major roadways.

In 2021, Lake County Department of Transportation completed a Bike Path and Wayfinding Signage Study which resulted in the design, fabrication, and installation of over 400 wayfinding signs along the North Shore Bike Path, Skokie Valley Bike Path, and Robert McClory Bike Path.

The following strategies are for the Villages of Bellwood, Berkeley, and Hillside to pursue in coordination with other agencies and stakeholders.

Illinois Prairie Path Connections Strategies

Short-Term Strategies

- Collaborate with other West Cook Villages, IPPc, Proviso Township, and Cook County DoTH to develop wayfinding toolkit/install wayfinding
- Install new IPP access points
- Install 25th Avenue intersection pavement striping and signage improvements
- Install shared bike lane markings and temporary wayfinding signage along Warren Avenue
- Coordinate with IDOT to install Taft Avenue intersection improvements
- Collectively and regularly convene with IDOT, Cook County DoTH, IPPc, and relevant West Cook Villages to coordinate and carefully consider safe, efficient opportunities for crossing Mannheim Road near Warren Avenue

Mid-Term Strategies

- Install mid-block crossing enhancements at Eastern Avenue and Bellwood Avenue
- Install 25th Avenue pavement and curb improvements
- Install on-street, directional wayfinding signage
- Coordinate with IPPc to install trail and trailhead wayfinding signage
- Work with IDOT, Cook County DoTH, IPPc, and relevant West Cook Villages continue to pursue safety improvements and routing at Mannheim Road near Warren Avenue

Long-Term Strategies

- Coordinate with IDOT to install mid-block crossing enhancements, ADA upgrades, and curbs/sidewalks at Butterfield Road
- Coordinate with IDOT on long-term enhancements at Mannheim Road

Butterfield Road at Forest Avenue

TRANSFORMATIVE PROJECT 3

Taft Avenue Corridor Safety

Taft Avenue Corridor Safety improvements aim to transform the corridor into a street that is safe and welcoming to all modes of transportation.

Taft Avenue runs from Park Avenue near the Berkeley Metra Station to Butterfield Road, with an average daily traffic count ranging from 1,000 vehicles north of St. Charles Road and up to 6,700 south. It is municipally owned north of St. Charles Road and state owned south of St. Charles Rd. The corridor's surrounding land use is mostly residential but connects pedestrians and bicyclists to key destinations including Berkeley Metra, the Berkeley Public Library, and the Illinois Prairie Path.

Ongoing Efforts

In 2022, the Villages of Berkeley and Hillside adopted the Prairie Path & Taft Avenue Corridor Plan which works to improve and encourage active transportation along the IPP within the Villages. Taking action, the Villages are undergoing Phase 1 Preliminary Engineering for the Taft Avenue Streetscape Plan, with expected completion by the end of 2025. The Villages are in the process of securing grant funding for Phase 2. Preliminary designs remove parking on the west side of the street to allow space for striped bike lanes along the Taft Avenue corridor.

Additional improvements are focused on the safety of all road users, particularly pedestrians and bicyclists:

- High visibility crosswalks and ADA improvements corridor-wide
- Additional mid-block crosswalks throughout the corridor, including at Maple Avenue (Berkeley Public Library)
- Improved bike connections at Madison Street and Electric Avenue (and IPP)
- Streetscape improvements and placemaking along Electric Avenue
- Tree planting and enhanced lighting corridor-wide

Safety Improvements

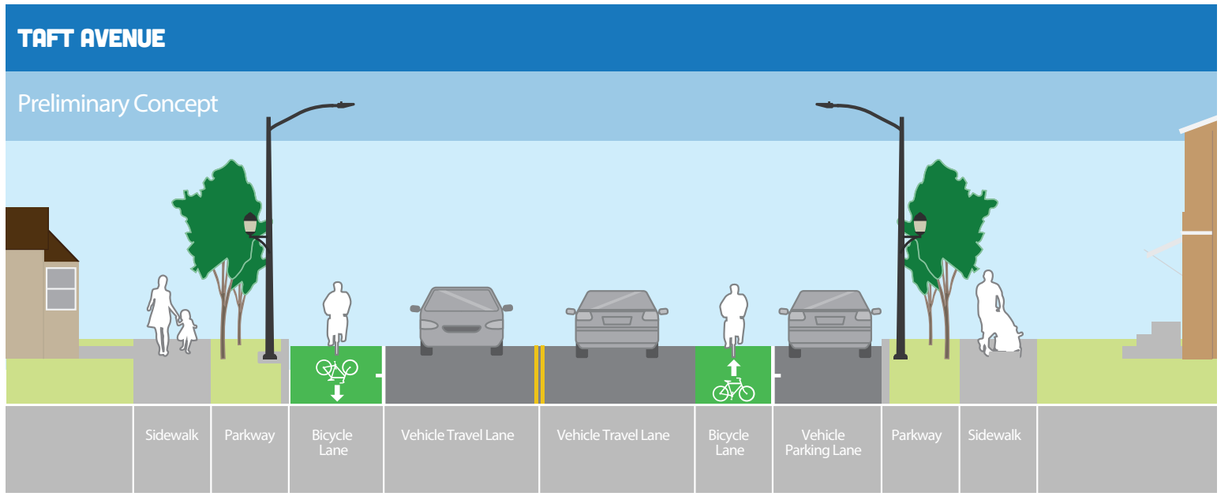
In addition to ongoing efforts, the project team identified additional safety improvements along the corridor including intersection recommendations, speed limit reduction, and truck restrictions on side streets.

Intersection Improvements

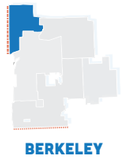
There are currently limited opportunities to safely cross Taft Avenue. In the mile between St. Charles Road and Butterfield Road, the only crosswalks are at Electric Avenue. The preliminary Phase 1 engineering plans address this with new crosswalks throughout the corridor. The crosswalks, however, remain uncontrolled, so additional safety efforts should be implemented.

To bring attention to the crosswalks, pedestrian crossing signage should be installed at all uncontrolled crossings. In high pedestrian traffic areas, signage may be upgraded to a Rectangular Rapid Flashing Beacon (RRFB) for enhanced visibility, along with curb bumpouts in line with the parking lane to reduce crossing length and promote safer driving speeds.

Taft Avenue Proposed Cross-Section - Facing North



Taft Avenue Key Intersections



Taft Avenue Cross Street	Safety Improvement
Huron Street	• Install bike intersection markings to guide bicyclists through offset intersection design
St. Charles Road	• Install pedestrian signal improvements (e.g. leading pedestrian intervals) • Install bike intersection markings • Restrict right turns on red
Maple Avenue	• Install a rectangular rapid flashing beacon (RRFB) across Taft Avenue on north leg for pedestrians to safely access the Berkeley Public Library • Construct curb bumpouts on east side, in line with parking lane

Taft Avenue Cross Street	Safety Improvement
Electric Avenue/ IPP	• Construct curb bumpouts on east side, in line with parking lane • Place "Trail Crossing Ahead" signage and/or stripe pavement markings on approach to intersection • Widen curb ramp and crosswalk to support pedestrian and bicyclists • Re-align IPP to ensure connection across Taft Avenue is not offset
Madison Street	• Reduce curb radii at intersection • Install pedestrian crossing signage

As part of the Taft Avenue Streetscape Plan, Taft Avenue will have new, striped bike lanes. Efforts to improve the safety and comfort for bicycling – such as intersection and conflict markings – are encouraged. Special attention should be given to the locations where the proposed Low Stress Bike Network crosses or intersects the corridor (Huron Avenue, Maple Avenue, and Madison Street). See the Bikeways Toolbox in the Appendix for treatments.

Additionally, the IPP crosses Taft Avenue at Electric Avenue. This important crossing necessitates additional trail crossing improvements to bring attention to the people walking, bicycling, and rolling along the path. The intersection may see increased pedestrian traffic as streetscape improvements along Electric Avenue are constructed.

Speed Limit Reduction

Speed limits play a critical role in the safety of all road users. Higher speeds increase the likelihood of a crash occurring and a crash resulting in severe injury or death . With the addition of striped bike lanes on Taft Avenue, it is essential to provide a safer roadway environment. Given the residential land use and relatively low traffic counts, it is recommended to lower the 30 MPH speed limit to 25 MPH. A lower speed limit will also support the proposed striped bike lanes in meeting the above Bike Facility Guidance criteria.

Truck Limits

Stakeholder and residents shared an emerging concern of trucks using side streets off Taft Avenue to avoid traffic. As Taft Avenue is transformed with pedestrian and bicyclist improvements, it is recommended to restrict trucks over five tons on side streets. Truck restrictions will limit freight conflicts, preserve the residential nature of the neighborhood, and guard against extra wear on the streets. Restricting turning movements along Taft Avenue may help restrict freight use on side streets.

Jurisdictional Transfer

Currently, Taft Avenue is under state jurisdiction from St. Charles Road south to Butterfield Road. When a road is under municipal control, the local authority can be more responsive to resident requests for safety improvements such as sidewalks, enhanced signalization, road diets, bicycle facilities, and other traffic-calming measures. The Villages of Berkeley and Hillside should communicate with IDOT and evaluate opportunities for a jurisdictional transfer after the Taft Avenue Streetscape Plan is complete.

> A BIKE LANE UP TAFT AVE. BETWEEN THE PRAIRIE TRAIL AND ST. CHARLES WOULD GREATLY IMPROVE ACCESS BETWEEN THE BERKELEY METRA STATION AND THE PRAIRIE TRAIL.

The following strategies are for the Villages of Berkeley and Hillside to pursue in coordination with other agencies and stakeholders.

Taft Avenue Corridor Safety Strategies

Short-Term Strategies

- Reduce speed limit to 25 MPH
- Provide truck restrictions on neighborhood side streets, as appropriate
- Restrict right turns on red at St. Charles Road
- Install ‘Trail Crossing’ signage approaching the Illinois Prairie Path
- Complete Phase 2 design

Mid-Term Strategies

- Coordinate with IDOT to stripe bike lanes between Madison Street and Berkeley Metra Station
- Coordinate with IDOT to install key intersection safety improvements

Long-Term Strategies

- Evaluate jurisdictional transfer opportunities and challenges

Taft Avenue at Electric Avenue

TRANSFORMATIVE PROJECT 4

Westchester Boulevard and Bellwood Avenue Bikeways

The Westchester Boulevard and Bellwood Avenue Bikeways establish a bicycling route with traffic calming to support safe passage for all.

The Westchester Boulevard and Bellwood Avenue bikeways enhance two roads that are already used by bicyclists into greenways (also known as “bike boulevards”) where shared-lane markings and signage clearly indicate that bicyclists and motorists share the roadway. Signage provides wayfinding for bicyclists and signals to motorists that they should expect bicycles. Shared-lane markings similarly provide a signal to motorists that the road is shared with bicyclists, while indicating where bicyclists should be traveling in the roadway. Traffic calming is an essential component of the bikeways, ensuring low motor vehicle speeds and a low-stress environment for bicyclists.

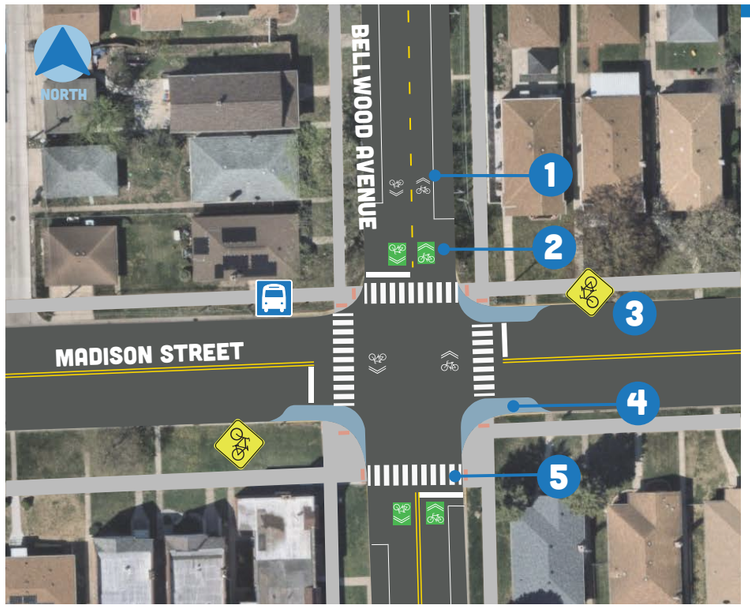
Westchester Boulevard

Bellwood Avenue

Between I-290 and Erie Street, Bellwood Avenue is a locally owned, relatively low-traffic street that primarily runs through residential areas with pockets of commercial development between Madison Street and Butterfield Road. The street has two lanes of traffic with on-street parking on either side. Running through the heart of Bellwood, Bellwood Avenue provides access to the Village of Westchester, Cernan Park, the IPP, and Youth Park. The street is also near the Bellwood Public Library, Fenhouse Park, the Bellwood Metra Station, and several schools, making it an important connector to key destinations in Bellwood and Westchester.

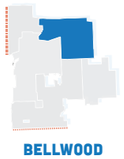
Bellwood Avenue is already used for bicycling by many, particularly south of the IPP as the street approaches Westchester Boulevard. A series of relatively low-cost, low-effort improvements can be used to formally establish Bellwood Avenue as a safe and comfortable bicycle route that traverses the Village and offers access over I-290 to Westchester. Bellwood Avenue complements the proposed Low Stress Bike Network offering a direct north-to-south route through Bellwood and connects to the network at Van Buren Street/Jackson Street, Washington Boulevard, and Erie Street. Recommendations focus on enhancing Bellwood Avenue as a bikeway through marked shared lanes, advisory bike lanes, and improving key intersections through safety enhancements and traffic calming measures. These interventions maintain existing street parking.

Bellwood Avenue at Madison Street



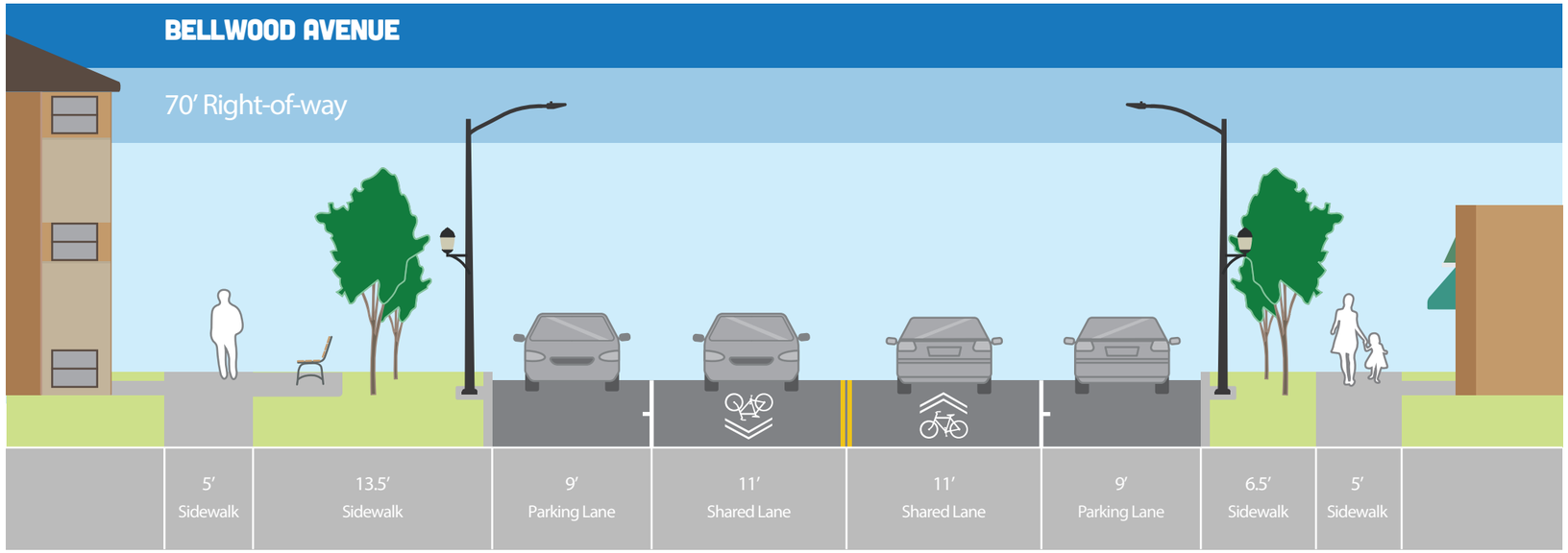
1. Install marked shared lanes along street
2. Install green-backed marked shared lanes approaching the intersection
3. Install bicycle crossing signage
4. Construct a curb bumpout on northeast, southwest, and southeast corners. There is an opportunity to include on Bellwood as well.
5. Stripe high visibility crosswalks at each intersection leg

Bellwood Avenue Corridor Segments

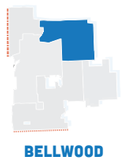


Bellwood Avenue Segment	Safety Improvement
Erie Street to Butterfield Road	• Neighborhood Greenway with traffic calming (speed tables, curb bumpouts) and bike route signage
Butterfield Road to Georgina Street	• Marked shared lanes with traffic calming and bike route signage
Georgina Street to Warren Street	• Striped bike lanes with bike route signage
Warren Street to Madison Street	• Advisory bike lanes with bike route signage
Madison Street to I-290	• Advisory bike lanes with bike route signage

Bellwood Avenue Cross Section



Bellwood Avenue Key Intersections



Bellwood Avenue Cross Street	Safety Improvement
St. Charles Road	• High visibility crosswalks with bike conflict markings • Long-term: Incorporate curb extensions and leading pedestrian/bicycle intervals as part of St. Charles Road Safety Improvements
Butterfield Road	• Widen high visibility crosswalk, adding bike conflict markings • Coordinate with IDOT for bike crossing signage and curb extensions on Butterfield Road
Washington Boulevard	• Widen high visibility crosswalk, adding bike conflict markings • Evaluate opportunity for road diet to support Low Stress Bike Network protected bike lanes
Madison Street	• High visibility crosswalks with bike conflict markings • Curb extensions on northeast, southeast, and southwest corners of Madison Street

Bellwood Avenue

Westchester Boulevard

Once Bellwood Avenue meets I-290, the road becomes Westchester Boulevard, a locally owned, low-traffic street with traffic volumes of 1,900 vehicles that ends at Cermak Road. The boulevard is largely residential and includes a tree-lined median that separates two lanes of traffic with parking lanes on either side, which are inconsistently used.

Given the low-traffic volumes and an appealing boulevard design, this is a route that is already well-used by bicyclists as one of the few low stress north-south connectors in the area. The street is home to Gladstone Park, Westchester Community Park and brings bicyclists to the intersection of Cermak Road and Mannheim Road, where the Salt Creek Trail can be accessed. The boulevard is within the same neighborhood as Westchester Middle School.

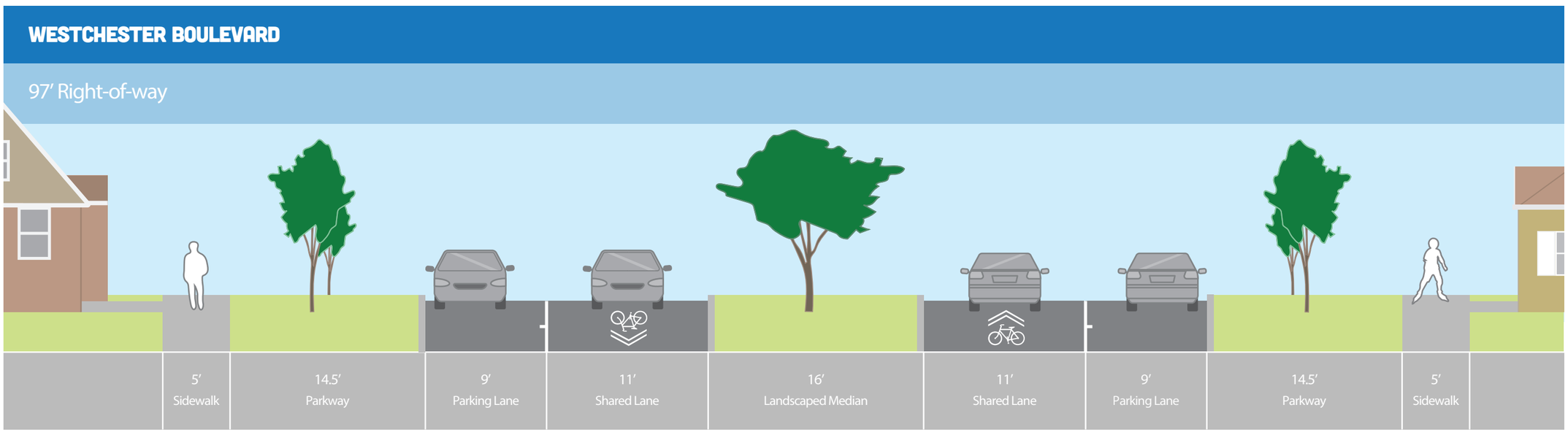
Consistent with Bellwood Avenue, low-cost, low-effort upgrades to Westchester Boulevard are recommended to formally establish the street as a key artery of the area's bike network.

As the street is low-traffic and low-speed, recommendations include turning Westchester Boulevard into a neighborhood greenway, embedding traffic calming measures at cross streets and enhancing safety at intersections. These interventions maintain existing street parking.

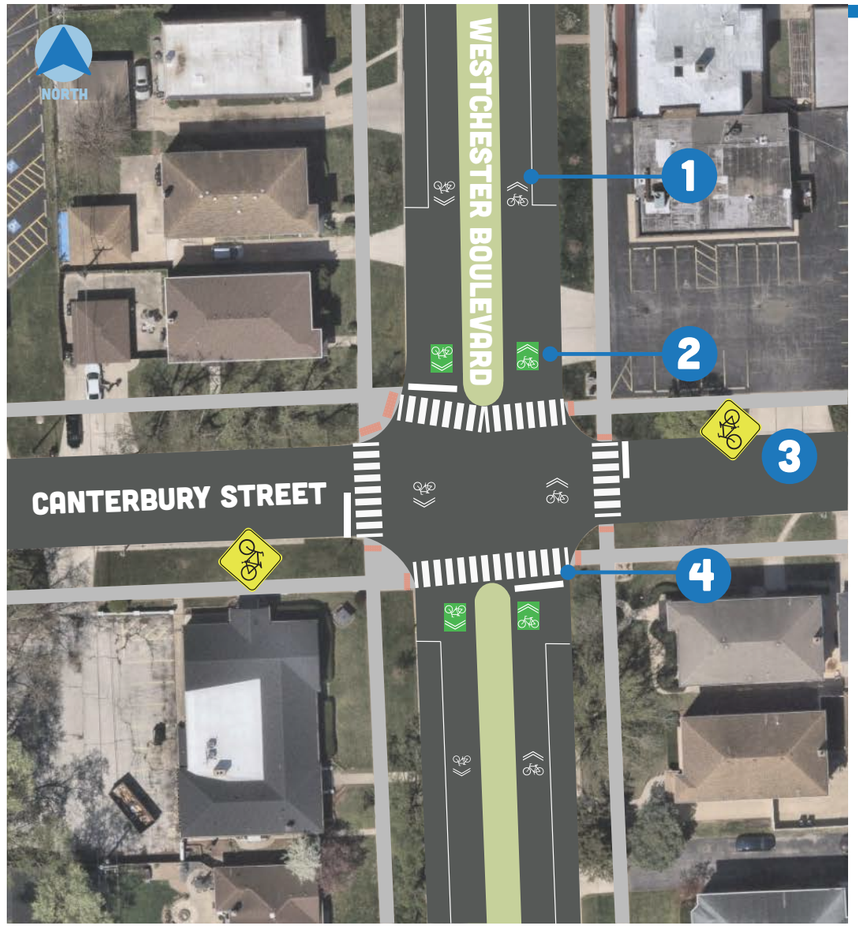
WESTCHESTER SHOULD BE ENHANCED AS A "BIKE BOULEVARD"

Westchester Boulevard

Westchester Boulevard Cross Section

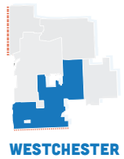


Westchester Boulevard at Canterbury Street



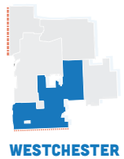
1. Install marked shared lanes along street
2. Install green-backed marked shared lanes approaching the intersection
3. Install bicycle crossing signage
4. Stripe high visibility crosswalks at each intersection leg. Consider curb bumpout traffic calming at the intersection.

Westchester Boulevard Corridor Segments



Westchester Boulevard Segment	Safety Improvement
I-290 to Roosevelt Road	• Neighborhood greenway with traffic calming and bike route signage • Lower speed limit to 20 MPH, in line with Bellwood Avenue
Roosevelt Road to Cermak Road	

Westchester Boulevard Key Intersections



Westchester Boulevard Cross Street	Safety Improvement
Kitchner Street	• High visibility crosswalks and bicycle intersection markings
Roosevelt Road	• High visibility crosswalks and ADA improvements • Pedestrian signal improvements, including Leading Pedestrian Interval • Coordinate with IDOT
Canterbury Street	• High visibility crosswalks and bicycle intersection marking • Traffic calming and bicycle warning signage along Canterbury Street at approach
Cermak Road	• Designate the shared use path between Crestwood Lane and Cermak Road as a bicycle route • This intersection is not part of the project area, however this is a high-volume intersection that the Village should prioritize for safety improvements in collaboration with IDOT and FPCC
I-290 Bridge	• Work with IDOT to provide marked shared lanes on the expressway overpass and, in the long term, provide dedicated facilities for bicyclists • Coordination with IDOT and Village of Bellwood is needed. Additionally, the Village of Westchester has explored the option of a cantilevered shared use path along the bridge to provide a separation of pedestrians and bicyclists from motor vehicles.

The following strategies are for the Villages of Bellwood and Westchester to pursue in coordination with other agencies and stakeholders.

Westchester Boulevard and Bellwood Avenue Bikeways Strategies

Short-Term Strategies

- Install bikeways and bike route signage along Bellwood Avenue and Westchester Boulevard
- Install improvements at local intersections
- Lower speed limit on Westchester Boulevard to 20 mph

Mid-Term Strategies

- Install traffic calming measures along local streets that intersect with Bellwood Avenue and Westchester Boulevard
- Coordinate with IDOT to install improvements at IDOT intersections

Long-Term Strategies

- Coordinate with IDOT to explore bicycle and pedestrian enhancements across I290 bridge

Westchester Boulevard and Canterbury Street

TRANSFORMATIVE PROJECT 5

17th Avenue and 25th Avenue Bikeways

17th Avenue is one of the few roads in the West Cook area to cross both I-290 and the railroad making it vital to the region's connectivity.

During the first phase of the project, stakeholders and residents highlighted the need for a north-south bike connection on the east side of the West Cook area – in addition to strong interest in a bicycle connection between the Illinois Prairie Path and the Salt Creek Trail. Bikeways along 17th and 25th Avenues provide north-south bikeways on the east side of the West Cook area in Broadview and Bellwood.

17th Avenue

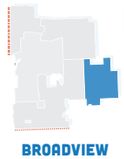
17th Avenue is a state-owned road with traffic volumes between 8,550 -10,500 vehicles a day. The corridor is mostly residential except for commercial and industrial use south of the Canadian National railroad. Within Broadview, 17th Avenue is an essential north-south connector for all modes of transportation – linking residents directly to the Broadview Square Mall, United States Postal Service, and Broadview Senior Apartments and nearby Schroeder Park, Broadview Park District, Lindop School, and Broadview Public Library District.

Currently 17th Avenue south of Roosevelt Road consists of two travel lanes with two parking lanes which function as additional travel lanes during rush hour (6AM – 9PM and 3PM – 6PM). North of Roosevelt Road, 17th Avenue is slightly narrower with a similar cross-section: two travel lanes and two parking lanes. The west side parking lane intermittently restricts parking during rush hour.

There is an opportunity to make 17th Avenue a place that is safe, comfortable, and convenient for everyone – whether walking, rolling, bicycling, and driving. There are already examples along 17th Avenue illustrating the potential for a more Complete Street. At the Broadview Senior Apartments, curb extensions were constructed, which provide not only additional pedestrian space but also opportunity for improved lighting making the block more welcoming and accessible to all. Recommendations support the development of 17th Avenue as a bikeway through marked shared lanes or striped bike lanes and improving key intersections through safety enhancements and traffic calming measures.

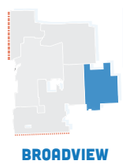
However, recommended bikeways still do not meet criteria to be 'low stress' (see: Low Stress Bike Facility Guidance). To guide the evolution of 17th Avenue bikeways, the Villages must work with IDOT to implement the streetscape improvements.

17th Avenue Corridor Segments



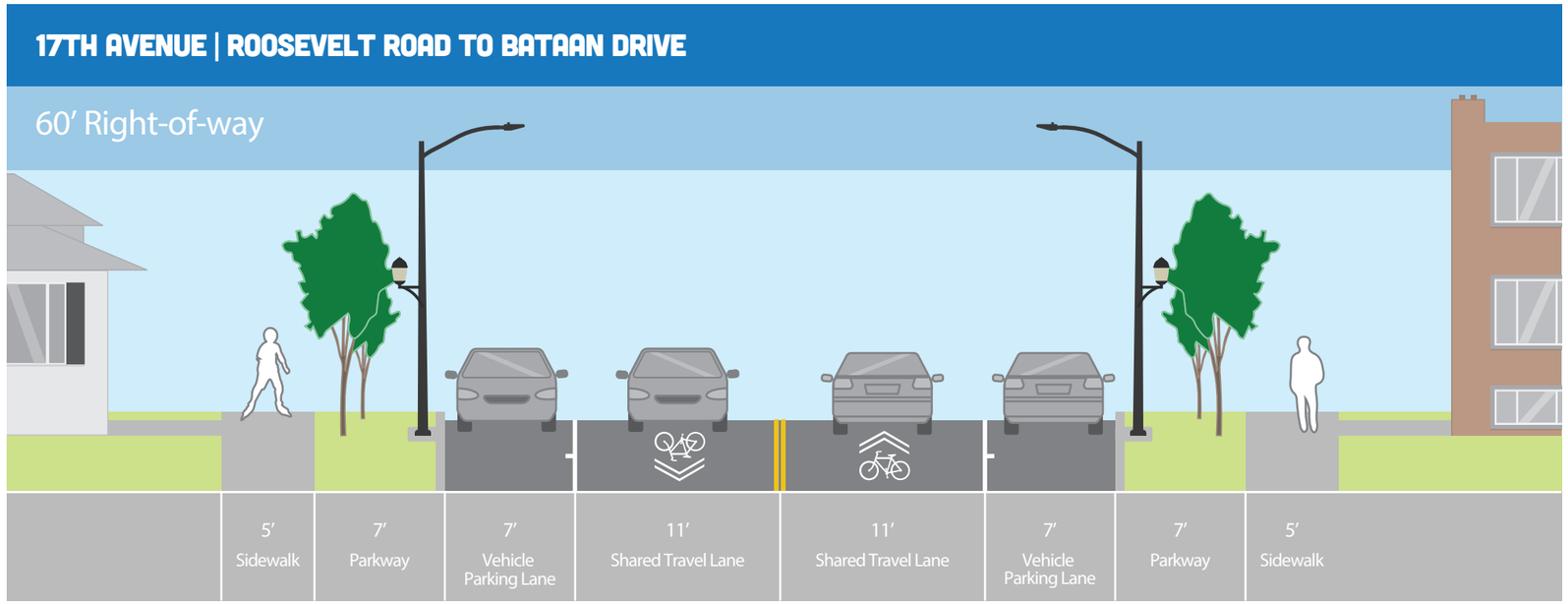
Segment	Safety Improvement
I-290	• Work with IDOT to construct bike facilities on 17th Avenue bridge **Additional Considerations** Coordination with IDOT and the Village of Maywood is needed. Additionally, there should be coordination with CMAP's Corridor Development Office about I-290 Eisenhower Expressway/ Blue Line Corridor project.
I-290 to Roosevelt Road	• Remove Rush Hour Parking Restriction • Establish parking lane where on-street parking is currently permitted • Install marked shared lanes • Lower speed limit to 25 MPH • Install curb bumpouts throughout the corridor with the Broadview Senior Apartments serving as a precedent. **Additional Considerations** Coordination with IDOT is needed
Roosevelt Road to Railroad	• Remove Rush Hour Parking Restriction • Establish parking lane • Install dashed or striped bike lanes based on available right-of-way • Lower speed limit to 25 MPH • Install curb bumpouts throughout the corridor with the Broadview Senior Apartments serving as a precedent. **Additional Considerations** Coordination with IDOT is needed
Railroad to Cermak Road	• Install 10-foot minimum shared use path along east side of 17th Avenue in parkway space • Install high visibility crosswalk at 17th Avenue and 19th Street – particularly at east side of the intersection • Install pedestrian warning signage and high visibility crosswalks along crosswalks north to railroad – particularly at intersections with right turn lanes **Additional Considerations** Coordination with IDOT, Canadian National, and Broadview Village Square is needed

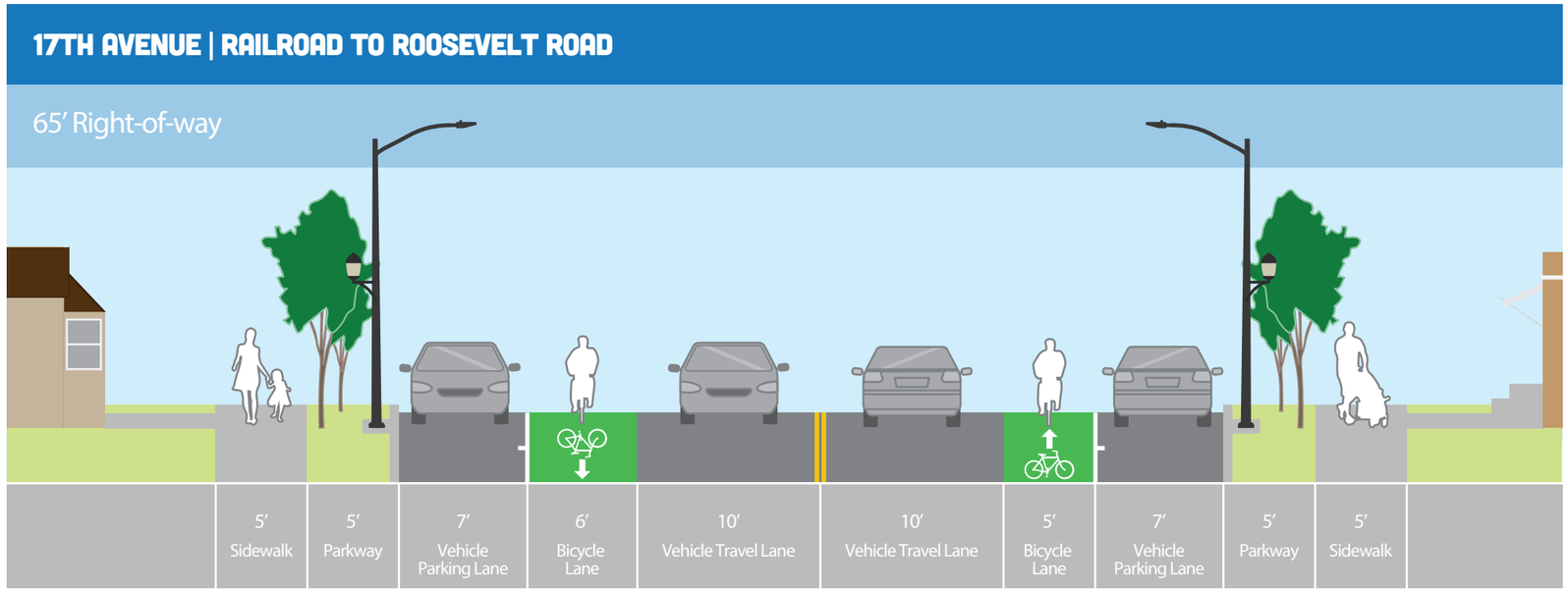
17th Avenue Intersections



Cross Street	Safety Improvement
Cermak Road	• Work with IDOT to install high visibility crosswalk and ADA improvements
Railroad	• Support rail crossing safety improvements such as fencing and quad gates
Roosevelt Road	• Stripe bicycle intersection markings • Install automated pedestrian signal
14th Street	• Connect to the Low Stress Bike Network at 14th Street, provide bicycle intersection markings across 17th Avenue
Bataan Drive	• Stripe high visibility crosswalks

17th Avenue Corridor Segments





North of the railroad, the Village of Broadview should work with IDOT to lower the speed limit from 30 MPH to 25 MPH. Given the context of 17th Avenue – a two-lane road home to many residences and senior living, a 25 MPH speed limit is a more appropriate target speed and promotes safer speeds and driving behavior along the corridor. Broadview can collaborate with the Village of Maywood where there is a 20 MPH school zone just north of the expressway.

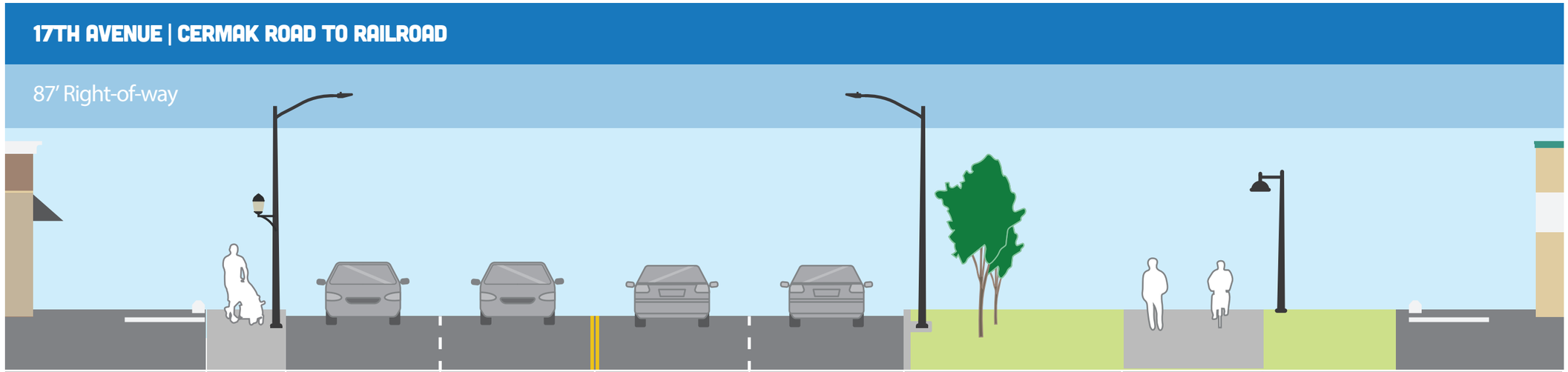
Community Spotlight

SPEED LIMIT 25

5th Avenue in the Village of Maywood north of Quincy Street is a state-owned major collector with higher traffic volumes than parts of 17th Street. The speed limit is 25 MPH.

Bellwood Senior Apartments

17th Avenue Corridor Segments continued

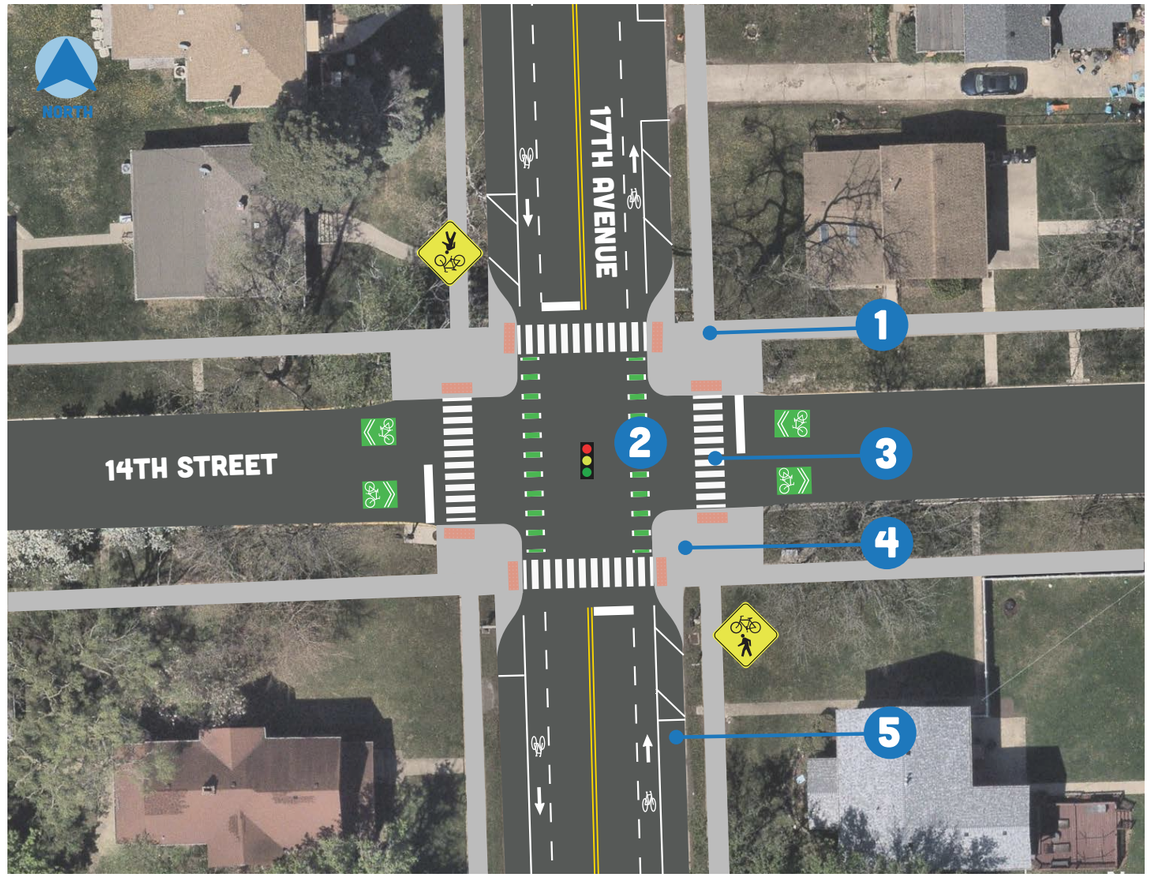


	5′ Sidewalk	11′ Vehicle Travel Lane	11′ Vehicle Travel Lane	11′ Vehicle Travel Lane	11′ Vehicle Travel Lane	15′ Parkway	10′ Shared Use Path	

17th Avenue at the railroad

17th Avenue at the railroad

17th Avenue and 14th Avenue



1. Install ADA upgrades, including tactile pavement warnings
2. Stripe intersection bike markings across 14th Street
3. Stripe high visibility crosswalks at each intersection leg
4. Curb bumpouts on all corners along 17th Avenue
5. Establish parking lanes and dashed bike lanes along 17th Avenue

17th Avenue and 14th Street

25th Avenue is a key north-south corridor connecting residents to key destinations and across roadway barriers.

25th Avenue

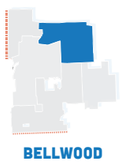
25th Avenue is a state-owned road with traffic volumes between 14,000 – 21,500 vehicles a day. The corridor is predominantly residential on the east side with a few pocket parks. The west side varies with institutional and industrial uses, including the Broadview Municipal Building. Similar to 17th Avenue, 25th Avenue is one of the few roads in the West Cook area to cross both I-290 and the CN railroad.

Given that 25th Avenue features a traffic volume and speed limit unsafe for on-street bike facilities, an off-street shared use path is the safest, most comfortable option, outside of providing alternative routes. The Village of Broadview is in the process of constructing a shared use path on 25th Avenue from the Salt Creek Trail to 14th Street. Building off this plan, it is recommended to extend the shared use path from 14th Street to the Illinois Prairie Path thus creating a direct, seamless connection between the two regional trails.

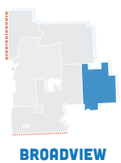
Implementation will likely require land acquisition, agreements, or use of streetscape right-of-way where a minimum shared use path is not currently feasible.

> **25TH WOULD BENEFIT FROM A BIKE LANE FROM ROOSEVELT TO THE SALT CREEK TRAIL**

25th Avenue Corridor Segments

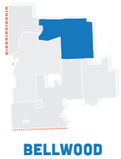


Cross Street	Recommended Improvement	Other Considerations
Van Buren Street to Illinois Prairie Path	• Construct a minimum 10-foot shared use path on the east side parkway, 8-foot where constrained	Coordination with IDOT, Park District, residences, business owners, and IPPc
Across I290	• Work with IDOT to construct bike facilities on 25th Avenue bridge	Coordination with IDOT is needed

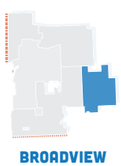


Cross Street	Recommended Improvement	Other Considerations
Roosevelt Road to Lexington Street	• Construct a minimum 10-foot shared use path in the east side parkway, 8-foot where constrained	Coordination with IDOT, Park District, and residents is needed
14th Street to Roosevelt Road	• Construct a minimum 10-foot shared use path in the east side parkway, 8-foot where constrained	Coordination with IDOT and residents is needed

25th Avenue Intersections



Cross Street	Recommended Improvement	Other Considerations
Madison Street	See Illinois Prairie Path: Safe Access Points section • High visibility crosswalks at all four legs (recognizing that Maywood Drive is under the jurisdiction of the Village of Maywood) • Widened sidewalks/shared use paths on northwest and northeast corners of 25th Avenue • Advance warning signage along 25th Avenue approaching Madison Street/Maywood Drive • Bicycle intersection markings along the north leg of the intersection • Reduced curb radii at northwest, southwest, and southeast corners to slow turning traffic speeds • Leading pedestrian interval at the north leg of 25th Avenue	Coordination with IDOT, IPPc is needed



Cross Street	Recommended Improvement	Other Considerations
Roosevelt Road	• Install high visibility crosswalks • Reduce curb radii	Coordination with IDOT is needed
I-290 On/Off Ramps	• Install pedestrian crossing signage and pavement markings at and ahead of the crossings	Coordination with IDOT is needed

The following strategies are for the Villages of Bellwood and Broadview to pursue in coordination with other agencies and stakeholders.

17th Avenue and 25th Avenue Bikeways

Short-Term Strategies

- Coordinate with the Village of Maywood on 17th Avenue and 25th Avenue bikeways recommendations.
- Work with IDOT to support 17th Avenue and 25th Avenue recommendations.
- Remove Rush Hour Parking Restrictions along 17th Avenue and establish parking lane.
- Stripe high visibility crosswalks and refresh pavement markings where needed along 17th Avenue and 25th Avenue.
- Coordinate with IDOT to lower speed limit to 25 MPH on 17th Avenue.
- Coordinate with IDOT to install bikeways and traffic calming along 17th Avenue.

Mid-Term Strategies

- Continue to coordinate with IDOT to support 17th Avenue and 25th Avenue corridor segment and intersection recommendations.
- Coordinate with residents, business owners, Village departments, and other stakeholders to construct shared use paths on the east side of 25th Avenue.
- Coordinate with Broadview Village Square on installation of 17th Avenue shared use path.

Long-Term Strategies

- Coordinate with IDOT to explore bicycle and pedestrian enhancements across I-290 bridge

17th Avenue and 14th Street

TRANSFORMATIVE PROJECT 6

St. Charles Road Streetscape Improvements

The St. Charles Road Streetscape Improvements bring to life a long-time priority for the Villages of Bellwood and Berkeley to transform the road into a more inviting, shared use, multi-modal corridor, supporting economic development and vitality in the area.

St. Charles Road, from I-290 to 25th Avenue, is mostly a four or five-lane arterial road from I-290 to 29th Avenue and two-lane road from 29th Avenue to 24th Avenue, with moderate traffic volumes throughout. Much of St. Charles Road is characterized by commercial or industrial land use in Berkeley, and more residential uses through the Village of Bellwood. The road is owned by IDOT from I-290 to Speechley Boulevard, at which point it becomes municipally owned.

In support of previous planning efforts, the following recommendations focus on enhancing the pedestrian and transit user experience along St. Charles Road through larger sidewalk zones that allow for increased sidewalk space, street furniture, transit amenities, and activation of spaces in front of small businesses, such as outdoor dining. Larger parkway widths can also accommodate more street trees, which calm traffic, offer shade for pedestrians, and can create more of a "downtown" corridor feel. These improvements can be made all while maintaining existing street parking, which provides the benefit of calming traffic along the corridor.

Streetscape Improvements

Given St. Charles Road's proximity and reach to many community destinations and intersections with the Low Stress Bike Network, recommendations for safety enhancements at key crossings are provided. Some recommendations can be implemented in the short-term, while others will require long-term planning and, in many cases, coordination with IDOT.

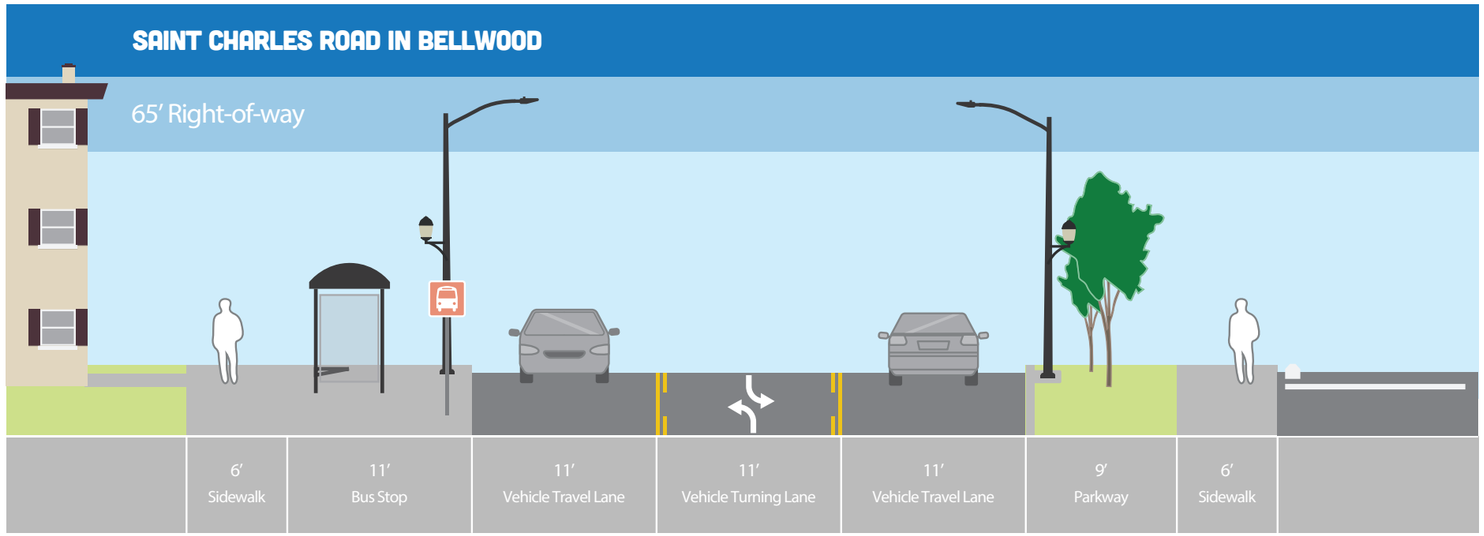
> **ANYWHERE ALONG ST. CHARLES, YOU'RE ALWAYS A FOOT AWAY FROM TRAFFIC**

St. Charles Road Corridor Segments

Segment	Safety Improvement
I-290/294 to Taft Avenue	• Install gateway treatments headed eastbound from I-290 **Additional Considerations:** • Support bicycle warning signage on approaches to Taft Avenue upon Taft Avenue bike lane installation
Taft Avenue to Wolf Road	• Conduct a five- to three-lane conversion, while maintaining the center turn lane, to enhance safety and create more streetscape space. • Prioritize placemaking features and improve pedestrian experience through widened sidewalk zones with streetscaping and transit amenities. **Additional Considerations:** • Shared use path on north side of street between Wolf Road and Hillside Avenue to provide a safe route between schools and playground; • Where there are opportunities, evaluate Pace 303 bus stop placement considering far side approaches.

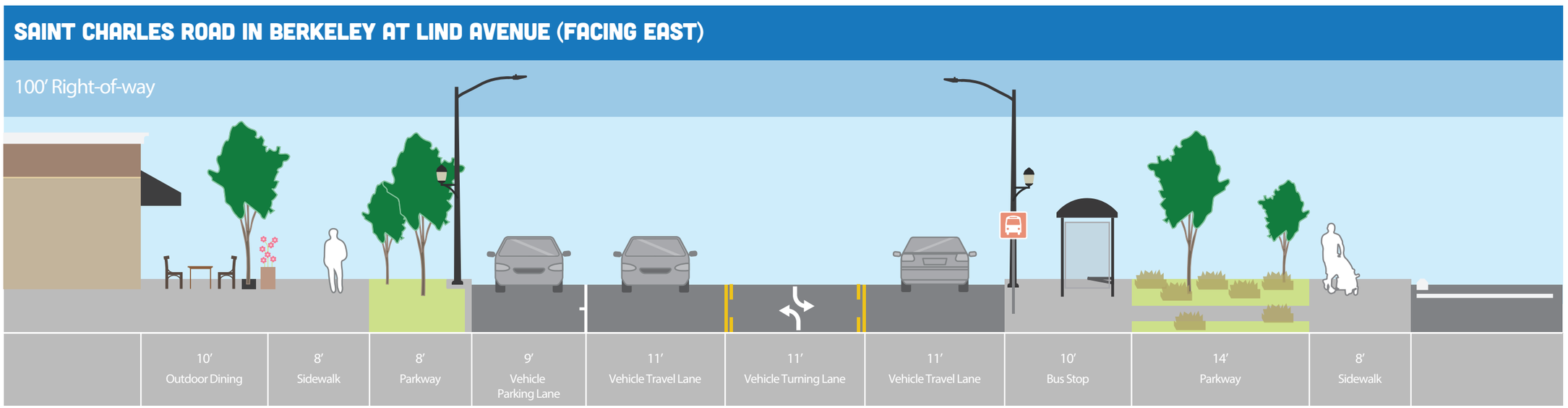
Segment	Safety Improvement
Wolf Road to Mannheim Road	• Conduct a four- to three-lane conversion, while maintaining the center turn lane, to enhance safety and create more streetscape space. • Improve pedestrian experience through widened sidewalks with streetscaping and transit amenities. Where parking lanes exist, these can be maintained while still expanding/enhancing sidewalk zone. **Additional Considerations:** • Where there are opportunities, evaluate Pace 313 bus stop placement considering far side approaches. • 46th Avenue is the only crossing opportunity between Wolf Road and Mannheim Road. Install additional mid-block crossings to improve connectivity on either side of St. Charles Road.
Mannheim Road to 29th Avenue	• Conduct a four- to three-lane conversion, while maintaining the center turn lane, to enhance safety and create more streetscape space. • Improve pedestrian experience through widened sidewalks with streetscaping and transit amenities. **Additional Considerations:** • Where there are opportunities, evaluate Pace 313 bus stop placement considering far side approaches.
29th to 25th Avenue	• Install gateway treatments headed westbound • Re-stripe pavement markings throughout segment

St. Charles Road Cross Section

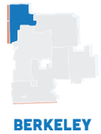


St. Charles Road in Berkeley, IL

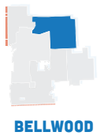
St. Charles Road Cross Section



St. Charles Road Key Intersections

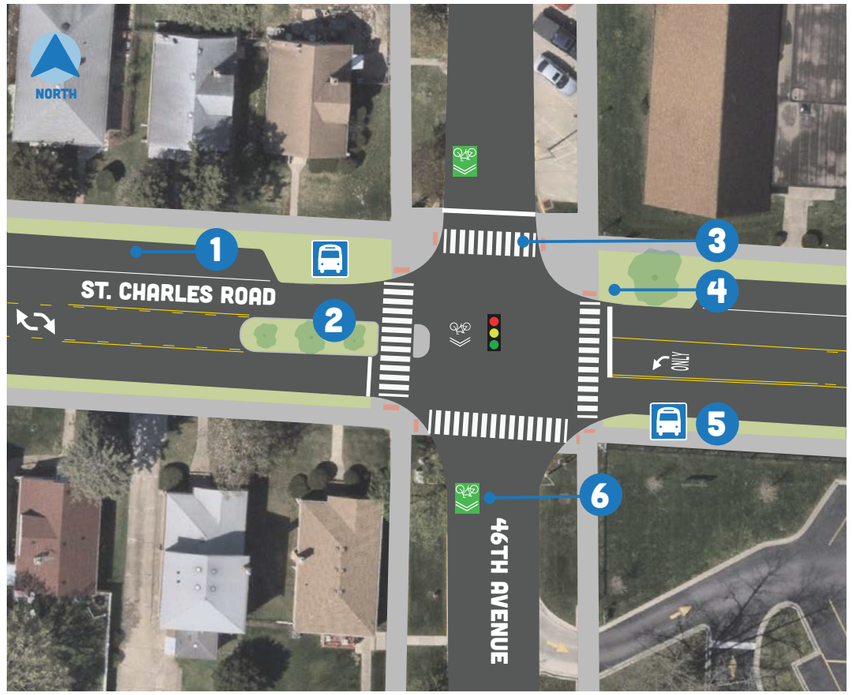


Cross Street	Safety Improvement
Taft Avenue	• Install pedestrian signal improvements (Leading Pedestrian Intervals) • Install bicycle intersection markings • Restrict right turns with no turn on red policy **Additional Considerations:** See *Taft Avenue Corridor Safety*
Hillside Avenue	• Establish a crossing with a high visibility crosswalk and rectangular rapid flashing beacon • Construct curb bumpouts in line with parking lanes • Relocate bus stops to far sides of intersection • Evaluate opportunity for a pedestrian/bike refuge island in the center turn lane, restricting northbound left turns **Additional Considerations:** Hillside Avenue is part of the Low Stress Bike Network
Wolf Road	• Coordinate with IDOT on signalization improvements, such as Leading Pedestrian Intervals • Re-stripe high visibility crosswalks • Reduce curb radii at all corners • Explore opportunities to install a shared use path on Wolf Road adjacent to MacArthur and Sunnyside Schools



Cross Street	Safety Improvement
46th Avenue	• Install pedestrian signal improvements (Leading Pedestrian Interval, Pedestrian Countdown Timers) • Install bicycle intersection markings • Construct curb bumpouts on the north side in line with proposed parking lane **Additional Considerations:** • Install median and Pedestrian Refuge Island to calm traffic, prevent left turns and enhance safety for bicyclists and pedestrians crossing St. Charles Road • 46th Avenue is the only crossing opportunity between Wolf Road and Mannheim Road • 46th Street is part of the Low Stress Bike Network Tier 2
Mannheim Road	• Coordinate with IDOT on signalization improvements (Leading Pedestrian Intervals) • Stripe high visibility crosswalks • Reduce curb radii at all corners
Bellwood Avenue	• Enhance crossing at Bellwood Avenue with pedestrian signal improvements (Leading Pedestrian Interval, Pedestrian Countdown Timers) • Stripe high visibility crosswalks • Stripe bicycle intersection markings • Construct curb bumpouts on the north side in line with proposed parking lane **Additional Considerations:** See *Bellwood Avenue Bikeways*
Eastern Avenue	• Stripe bicycle intersection markings • Construct curb bumpouts on the north side in line with the proposed parking lane **Additional Considerations:** Eastern Avenue is part of the Low Stress Bike Network
27th Avenue	• Install Rectangular Rapid Flashing Beacon at existing crosswalk • Coordinate with Pace on installation of bus shelters at Route 313 bus stops

St. Charles Road at 46th Avenue

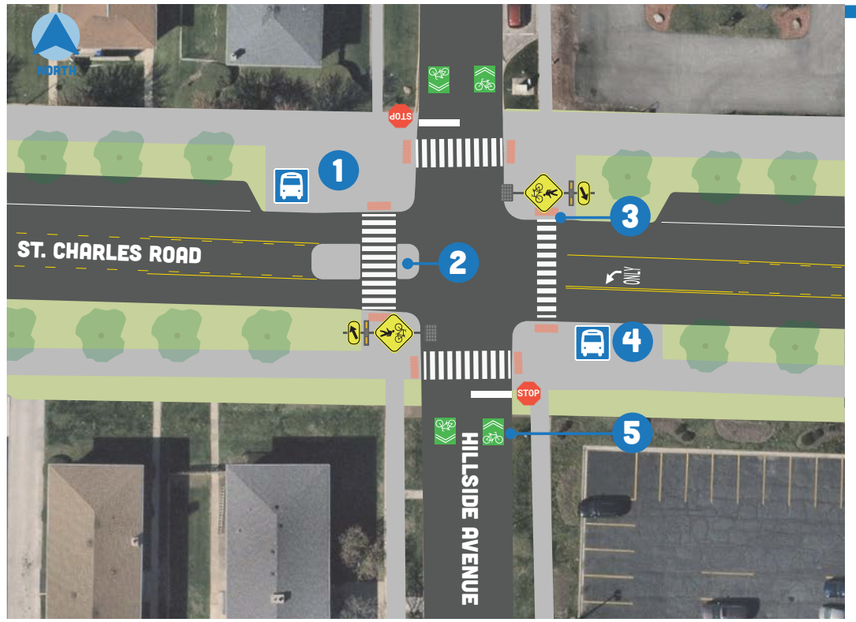


1. Install parking lane on north side of St. Charles Road
2. Install median and Pedestrian Refuge Island
3. Install pedestrian signal improvements
4. Install curb bumpouts in line with parking lane
5. Relocate Pace bus stop to far side of intersection
6. Stripe intersection bike markings approaching and through the intersection

> THERE AREN'T A LOT OF SAFE CROSSINGS ON ST. CHARLES, SO STUDENTS WILL HIGH TAIL IT ACROSS THE STREET

St. Charles Road at 46th Street

St. Charles Road at Hillside Avenue



1. Install curb bumpouts in line with parking lane
2. Install pedestrian refuge island
3. Stripe high visibility crosswalk; install Rectangular Rapid Flashing Beacon
4. Relocate Pace bus stop to far side of intersection
5. Stripe intersection bike markings approaching the intersection

St. Charles Road and Hillside Avenue

The following strategies are for the Villages of Bellwood and Berkeley to pursue in coordination with other agencies and stakeholders.

St. Charles Road Diet Strategies

Short-Term Strategies

- Install improvements at local, signalized intersections, prioritizing those on the Low Stress Bike Network Tier 1 routes
- Install gateway treatments at the corridor entrances

Mid-Term Strategies

- Implement four-to-three lane conversion on locally-owned portions of St. Charles Road according to resurfacing schedule
- Install improvements at remaining local, signalized intersections
- Install improvements at local, unsignalized intersections and mid-block crossings in tandem with four-to-three lane conversion
- Install streetscaping, gateway treatments, and traffic calming along corridor in tandem with four-to-three lane conversion

Long-Term Strategies

- Coordinate with IDOT to implement four-to-three lane conversion on portions of St. Charles Road under state jurisdiction
- Coordinate with IDOT to install improvements at IDOT intersections
- Coordinate with Pace to re-locate bus stops to far sides of intersections and install transit amenities

TRANSFORMATIVE PROJECT 7

Wolf Road Safety Improvements

Wolf Road Safety Improvements use a phased approach to transform key sections of Wolf Road that allow all road users to safely and comfortably travel on or across this corridor.

> **THERE'S LOTS OF SPEEDING ON WOLF. IT FEELS UNSAFE**

BERKELEY
• HILLSIDE
• WESTCHESTER

Wolf Road is a critical north-south connector traversing Berkeley, Hillside and Westchester, crossing major barriers, including I-290 and the railroad, and intersecting both the IPP and Salt Creek Trail (the Salt Creek Trail access point is just out of the project area). While Wolf Road provides geographic reach, stakeholders and residents highlighted the road feels unsafe to travel on or across on foot or by bicycle due to the road's overbuilt nature and lack of safe and inviting infrastructure for walking or bicycling. Between St. Charles Road to Harrison Street, Wolf Road is owned by the state except for the portion from and south of Cermak Road where it is county-owned.

Using a phased approach, the Villages should first focus on enhancing safety for pedestrians and bicyclists, particularly at high priority intersections and areas around Hillside Elementary School and Proviso West High School, where many students cannot walk or bike to school because they do not have safe routes. Enhancing connectivity below the I-290 overpass is also critical, with Wolf Road being the only north-south linkage across the interstate in this western portion of the West Cook area.

In the second phase, the Villages should coordinate with Cook County DoTH and IDOT to install a shared used path along portions of Wolf Road where parkway widths allow, focusing on enhancing connections to the low stress bike network and community destinations. Parkway widths along several sections of the street could support a 10 foot shared use path, which would offer a shared facility for bicyclists and pedestrians that is entirely separated from motor vehicle traffic.

The wide parkway widths, however, are inconsistent and not always on the same side of the street. In its current form, Wolf Road is not ready for a continuous shared use path. The Villages should coordinate with the IDOT, Cook County DoTH, residents, business owners, and developers to identify opportunities for future right-of-way space that can be dedicated towards a shared use path and other Complete Streets elements.

Wolf Road at Harrison Street

Wolf Road in Hillside

Key Destination Pedestrian and Bicycle Safety

Phase 1

Enhance pedestrian and bicycle safety around schools and key intersections.

Three short-term areas or intersections that have come up as priorities among stakeholders over the course of the project that would significantly improve safety for pedestrians and bicyclists include:

- Wolf Road from Harrison Street to Jackson Boulevard
- The intersection of St. Charles Road & Wolf Road
- The intersection of Roosevelt Road & Wolf Road

Each of these locations is near or adjacent to a school, making pedestrian and bicycle infrastructure especially critical for the safety of children traveling to school. Short- to medium-term recommendations along with longer-term recommendations for these areas/intersections are outlined.

Wolf Road and Harrison Street

Wolf Road at Harrison Street

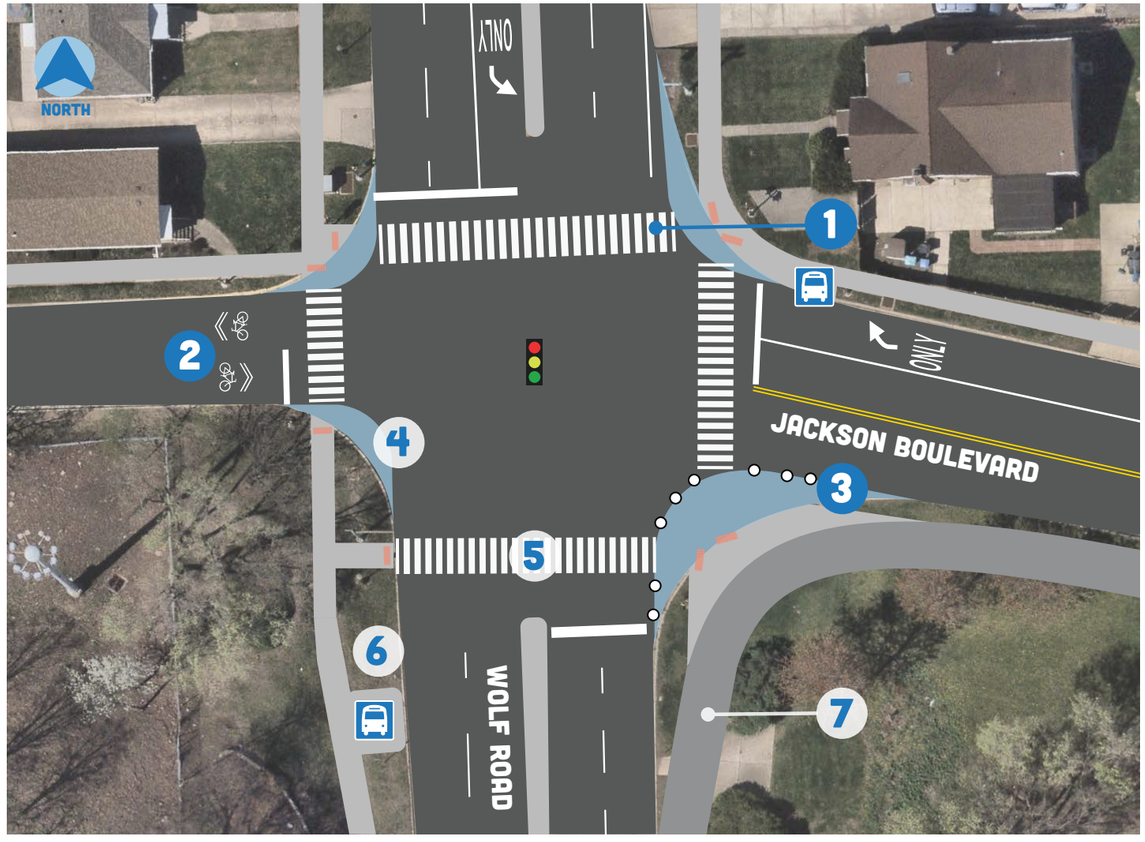
Short-term

1. Stripe high visibility crosswalks on north and east leg of intersection and install pedestrian signal improvements
2. Install ADA upgrades, including tactile pavement warnings, and widen sidewalks at all curbs
3. Install transit upgrades, including a sidewalk connection to Pace bus stop and a boarding/alighting area

Mid-term

4. Install shared use path on east side of Wolf Road

Wolf Road at Jackson Boulevard



Short-term

1. Stripe high visibility crosswalks on north, west, and east legs of intersection
2. Install marked shared lanes on Jackson Boulevard
3. Install a quick-build curb extension on southeast corner

Medium- to long-term

4. Reduce curb radii at on all corners, providing the appropriate ADA compliance upgrades
5. Install crossing at south leg of intersection
6. Install transit upgrades, including boarding/alighting areas
7. Install shared use path on east side of Wolf Road

Shared Use Path

Phase 2

Install shared use paths along sections where feasible, construct connections to key destinations and the low stress bike network, and incorporate Complete Streets elements.

In the medium-term, there are sections of Wolf Road with enough parkway space for a shared use path that would provide important connections to key destinations in West Cook and could catalyze other major improvements along Wolf Road.

The east side of Wolf Road between Harrison Road and I-290 offers right-of-way space for a shared use path that could help overcome one of the most challenging active transportation obstacles in West Cook – the expressway. A shared use path along this section would be a critical component of building out connections to the Low Stress Bike Network at Jackson Boulevard.

Similarly, the parkway adjacent to Proviso West High School on Wolf Road has at least 15 feet of right-of-way between Harrison Street and the high school's southern boundary, just north of Roosevelt Road. A path would provide students with an option for biking to school. As opportunities arise, the Villages should coordinate to incorporate additional Complete Streets elements, such as street streets, transit enhancements – such as bus shelters, and pedestrian enhancements, including filled sidewalk gaps and ADA upgrades.

Wolf Road adjacent to Proviso High School

Wolf Road Corridor Segments

Segment	Safety Improvement
McDermott Drive to St. Charles Road	• See *St. Charles Road Streetscape Improvements*
St. Charles Road to Butterfield Road	• Evaluate opportunities to incorporate Complete Streets elements, such as a four-to-three lane conversion, pedestrian and bicycle crossing improvements, and/or a shared use path as space permits.
Harrison Street to Jackson Boulevard	• Install a minimum 10 foot shared use path on the east side **Additional Considerations:** Space constraints will result in a gap in the shared use path through the I-290 underpass. Currently there is a sidewalk in this location.

Wolf Road Key Intersections

Wolf Road Cross Street	Safety Improvement
St. Charles Road	• Coordinate with IDOT on signalization improvements (e.g. Leading Pedestrian Intervals) • Re-stripe high visibility crosswalks • Reduce curb radii at all corners **Additional Considerations:** See *St. Charles Road Streetscape Improvements*
Jackson Boulevard	• Add a quick build curb extension on southeast corner to reduce curb radii and shorten crossing distance • Stripe high visibility crosswalks on north, east, and west legs • Install a pedestrian crossing signal and stripe a high visibility crosswalk on southern leg • Reduce curb radii at all corners
Harrison Street	• Stripe high visibility crosswalks on north and east legs • Coordinate with Cook County DoTH on signalization improvements (e.g. Leading Pedestrian Intervals)
At Railroad	• Coordinate with rail company to install fencing along rail and near sidewalk
I-290 Underpass	• Improve lighting at underpass
Roosevelt Road	• Coordinate with IDOT to install high visibility crosswalks at east leg and ADA improvements on southeast and northeast corners of intersection • Reduce curb radii on northeast and southeast corners

The following strategies are for the Villages of Berkeley, Hillside, and Westchester to pursue in coordination with other agencies and stakeholders.

Wolf Road Safety Improvements

Short-Term Strategies

- Install short-term improvements at key intersections with Cook County DoTH and IDOT

Mid-Term Strategies

- Install medium improvements at key intersections with Cook County DoTH and IDOT
- Install side path on east side of Wolf Road between Harrison Street and Jackson Boulevard
- Incorporate Complete Streets elements, including transit amenities and pedestrian improvements, as opportunities arise

Long-Term Strategies

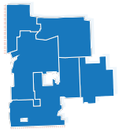
- Install medium improvements at key intersections with Cook County DoTH and IDOT
- Install side path on Wolf Road where feasible

MUNICIPAL PROJECTS

Municipal projects are intended for the individual communities – Bellwood, Berkeley, Broadview, Hillside, and Westchester – to oversee. The municipal projects are organized by infrastructure, policies and plans, and programming efforts.

INFRASTRUCTURE

BELLWOOD • BERKELEY • BROADVIEW • HILLSIDE • WESTCHESTER



Sidewalk Network

Sidewalks are an integral part of the West Cook area pedestrian network. Collectively, the Villages have 131 miles of streets with sidewalks on both sides, 32 miles of streets with sidewalks on one side of the street, and 27 miles of streets missing sidewalks altogether. Filling in these sidewalk gaps will empower pedestrians to walk or roll to their destinations.

Filling Gaps Over Time

The existing sidewalk gaps were categorized into three tiers in order to direct investments towards projects with the greatest potential impacts.

Tier 1 **Next 5 years**

Tier 1 sidewalk gaps include gaps within a quarter mile of a school or transit stop, including bus stops and Metra stations, and should be prioritized in the next five years.

Tier 2 **5 to 7 years**

Tier 2 sidewalk gaps include areas between a quarter and a half mile of schools and within close proximity to Village parks.

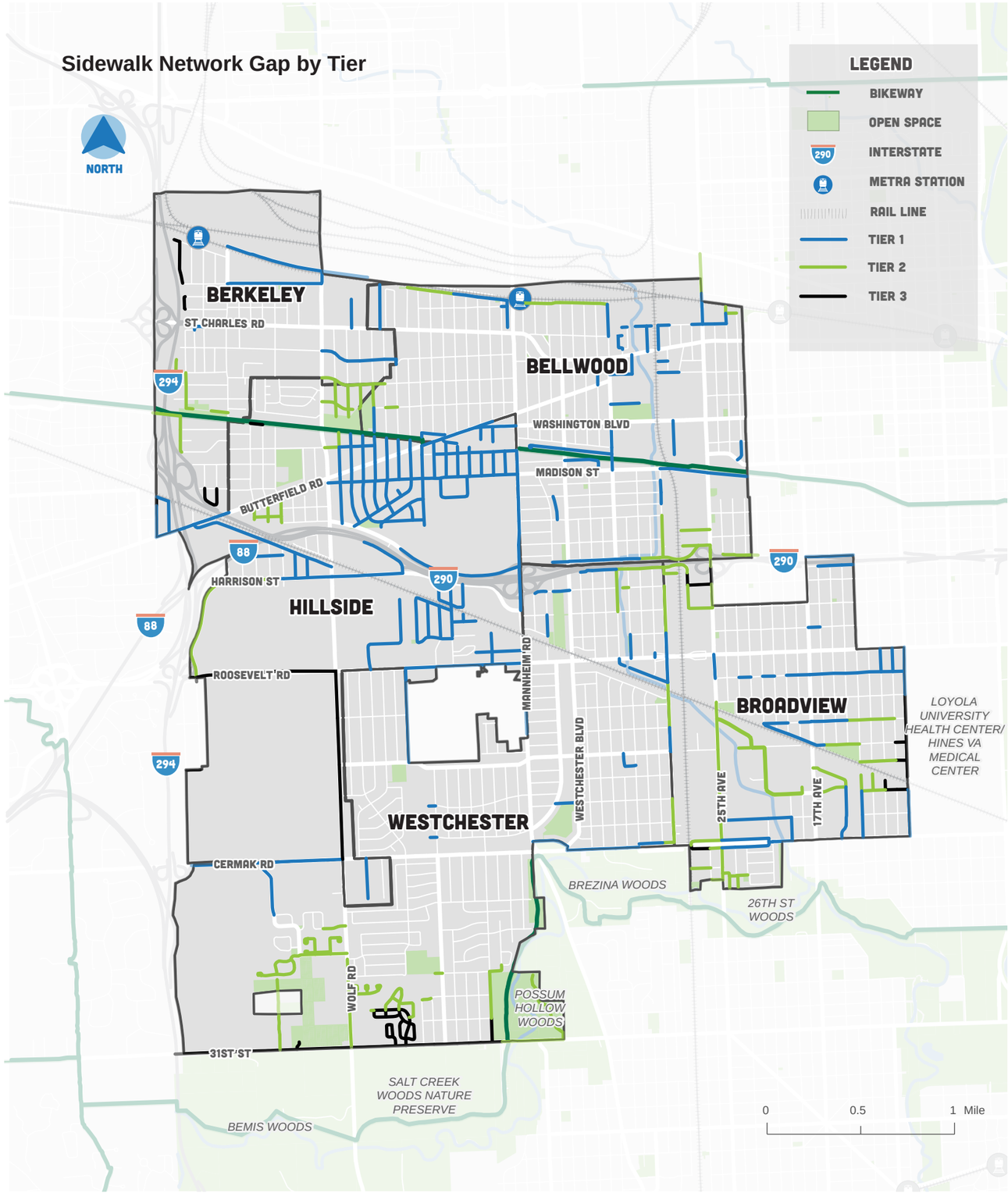
Tier 3 **8 years and more**

Tier 3 includes the remaining sidewalk gaps within the Villages.

Existing Sidewalk Gap Miles by Village and Tier

Village	Tier 1	Tier 2	Tier 3
Bellwood	5	2	0
Berkeley	3	2	<1
Broadview	5	5	1
Hillside	15	2	2
Westchester	2	5	3

> THE SIDEWALKS ARE IN MUCH NEED OF BEING REPLACED, IT'S HARD FOR ALL AGES OF PEOPLE TO WALK ON.



A well-connected, accessible sidewalk network enhances community safety and provides critical protection for those most at risk.

Accessibility

An accessible pedestrian network with smooth surfaces, curb ramps, clear signage, and properly maintained crossings provides everyone with the same level of access to community resources, public transportation, schools, and businesses. Prioritizing accessibility also ensures compliance with Americans with Disability Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) standards, reducing liability risks and fostering a more inclusive and welcoming environment.

Each Village should:

- Implement a comprehensive strategy that includes conducting regular accessibility audits to identify pedestrian network barriers.
- Install ADA upgrades, including tactile pavements warnings, Accessible Pedestrian Signals, and widen sidewalks at all curbs.
- Develop a prioritization plan for accessibility improvements based on proximity to key destinations such as schools, parks, transit stops, and commercial areas.

Maintenance

Pedestrian network maintenance includes regularly inspection and repair for uneven surfaces, cracks, vegetation overgrowth, and other obstructions that impede accessibility. Consistent maintenance protects pedestrian infrastructure investments, supports longevity, prevents future costly repairs and contributes to the overall aesthetic and desirability of the network. See the **Maintenance** section for more information on strategies and programs.

What are the Public Right-of-Way Accessibility Guidelines (PROWAG)?

The Access Board has released updated guidelines under the Americans with Disabilities Act (ADA) to address access to various public right-of-way features including but not limited to sidewalks, curb ramps, crosswalks, and pedestrian signals. Adopted in 2024, PROWAG is considered the standard for ADA compliance and serves as the standard for federally funded projects. More information about all updated guidelines can be found at: www.access-board.gov/prowag.

25th Avenue in Bellwood

Bicycle parking is a critical part of any bicycle network. Its presence - whether it is available or not - can influence if a person rides their bike to a destination.

> WE NEED SAFE, ACCESSIBLE PLACES TO PARK BIKES.

Bike Parking

Short-Term Bike Parking

Beyond just the presence of bike parking, the bike rack design, placements, and the number of spaces available can all impact the biking experience and bike parking utilization.

Bike parking was assessed at key destinations throughout West Cook: public schools, park centers, libraries, large employment centers, shopping malls, and Village halls. Overall, bike parking was available at some key destinations but most key destinations in the West Cook area lack bike parking. Generally, bike rack styles do not follow best practice design and often not secured to the ground.

Long-Term Bike Parking

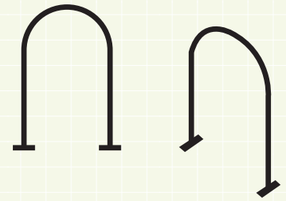
Long-term bike parking is crucial for bicyclists who need to leave their bike unattended for periods longer than two hours. This is especially the case at transit stops, where commuters may be leaving their bike completely unsupervised for over eight hours on a typical workday. Bike parking can also extend the effective catchment area of a station, allowing for passengers from a larger area to easily access and use the station because they can travel there by bike. The Bellwood and Berkeley Metra stations do not currently have secure long-term bike parking, and these improvements, guidelines, and examples of nearby Villages can guide future bike parking.

Bikes parked at Broadview Public Library

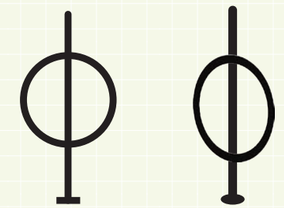
Bike Rack Selection Guidance

The following types of bike racks are recommended for short-term bicycle parking. These racks are easy to use, adaptable to many bicycle types and streetscapes, and highly secure. Other rack types are less intuitive to use and are not compatible with certain bicycle types.

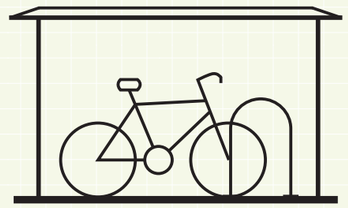
Inverted U Rack



Post and Ring Rack



Covered Bike Parking



Bike Rack Site Planning

Site planning guidelines are designed to improve the usability of bicycle racks as well as dissuade improper usage of non-designated areas for bicycle storage.

Short-Term Bike Parking

Bicycle racks must be:

- Visible from the entrance of the building it serves
- Ideally within 50 feet of the entrance of the building it serves and no more than 200 feet
- Well-lit for 24/7 access
- Visible to the public to reduce risk of theft

Per Association of Pedestrian and Bicycle Professional (APBP) guidelines, bicycle racks should have a minimum spacing of at least 36 inches between each other and the curb. If placed near the curb, they should be placed in between parking spaces to allow sufficient clearance for opening car doors. Additionally, bicycle racks should be located on a concrete pad, versus natural terrain. Bicycle racks on a concrete pad can be bolted firmly in place and provide a smooth surface during inclement weather.

Long-Term Bike Parking

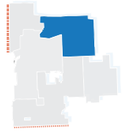
Long-term parking should be highly secure and protected from weather elements. It can be located inside or outside, with indoor parking being more secure and protected from weather. Indoor parking requires designated space within a building – oftentimes retrofitted to incorporate bike racks. To conserve space, high-capacity rack types may be useful for indoor long-term parking.

Long-term outdoor parking varies from simple Inverted-U Racks with a cover to high-security bicycle lockers. These options are cheaper than dedicated indoor long-term parking, but bicyclists with more expensive bicycles or security concerns may be dissuaded from using low-security bicycle parking facilities such as covered Inverted-U Racks.

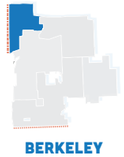
Short-Term Bike Parking Assessment by Village

A scan of short-term bike parking at key public destinations was conducted for each Village in Spring 2025. Villages should continue to monitor bike parking through thorough assessments of bike parking inventory and utilization.

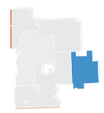
Bike rack site placement preliminary concepts were developed for Berkeley Metra Station and Proviso West High School. The preliminary concepts provide examples of short- and long-term bike parking placement decision-making.



Location	Existing Bike Rack	Recommendation
Bellwood Village Hall	No	*Install recommended bike rack (see p.99 for Bike Rack Selection)*
Bellwood Metra Station	Yes	*Upgrade to recommended rack type (see below for Bike Rack Selection)*
Bellwood Public Library	Yes	Upgrade to recommended rack type
Memorial Park District	Yes	Upgrade to recommended rack type
Jefferson Primary School	No	Install recommended bike rack
Lincoln Primary School	No	Install recommended bike rack
Lincoln Elementary School	No	Install recommended bike rack
Marshall Elementary School	No	Install recommended bike rack
Roosevelt Middle School	No	Install recommended bike rack



Location	Existing Bike Rack	Recommendation
Sunnyside Intermediate School	No	Install recommended bike rack
MacArthur Middle School	No	Install recommended bike rack
Berkeley Park	No	Install recommended bike rack
Berkeley Metra Station	Yes	Upgrade to recommended rack type
Berkeley Village Hall	Yes	Upgrade to recommended rack type
Berkeley Public Library	Yes	Upgrade to recommended rack type

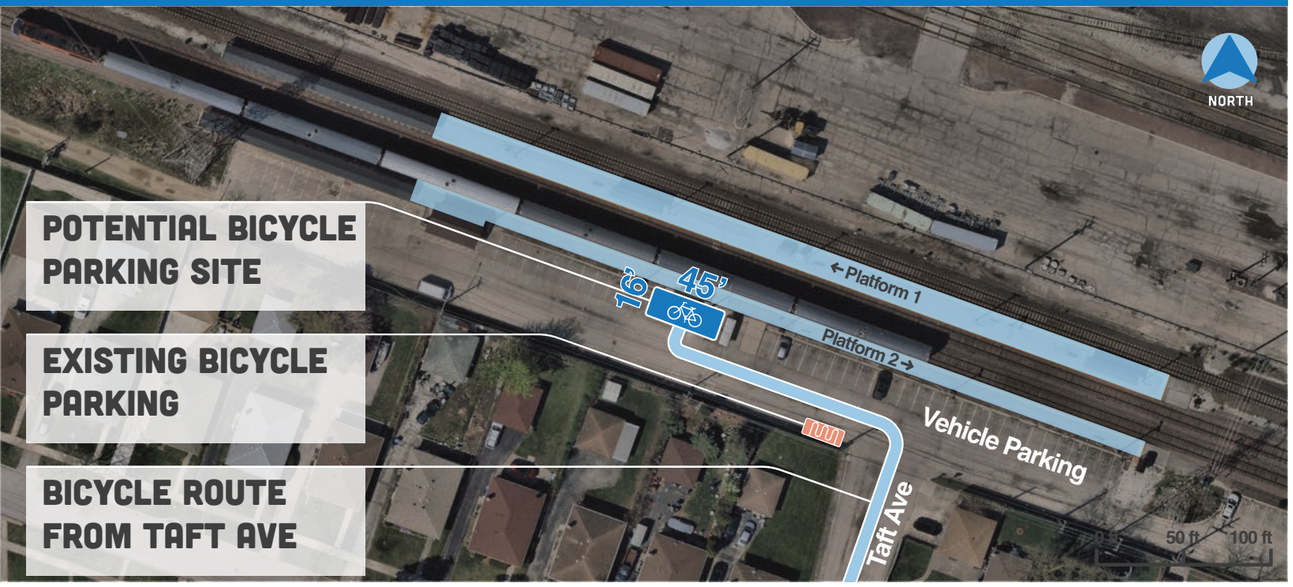


Location	Existing Bike Rack	Recommendation
Village of Broadview Municipal Building	No	Install recommended bike rack
Broadview Park District/ Schroeder Park	Yes	Upgrade to recommended rack type
E.F. Lindop School	No	Install recommended bike rack
Roosevelt Elementary School	No	Install recommended bike rack
Roosevelt Middle School	No	Install recommended bike rack

Location	Existing Bike Rack	Recommendation
Hillside Commons	Yes	Upgrade to recommended rack type
Hillside Public Library	Yes	Upgrade to recommended rack type
Hillside Town Center	Yes	Upgrade to recommended rack type
Hillside Elementary School	No	Install recommended bike rack
Hillside Municipal Complex	No	Install recommended bike rack
Proviso West High School	No	Install recommended bike rack
Eisenhower Park	Yes	Upgrade to recommended rack type

Location	Existing Bike Rack	Recommendation
Westchester Intermediate School	Yes	Upgrade to recommended bike rack type
Westchester Primary School	No	Install recommended bike rack
Westchester Commons	Yes	Upgrade to recommended rack type
Westchester Middle School	Yes	Upgrade to recommended rack type
Westchester Park District/ Westchester Community Park	Yes	Upgrade to recommended rack type
Mayfair Park	Yes	Upgrade to recommended rack type
Westbrook Corporate Center	No	Install recommended bike rack

BERKELEY METRA PROPOSED BICYCLE PARKING



EXISTING BIKE RACK

Limited spaces available (2-4 effective spaces)

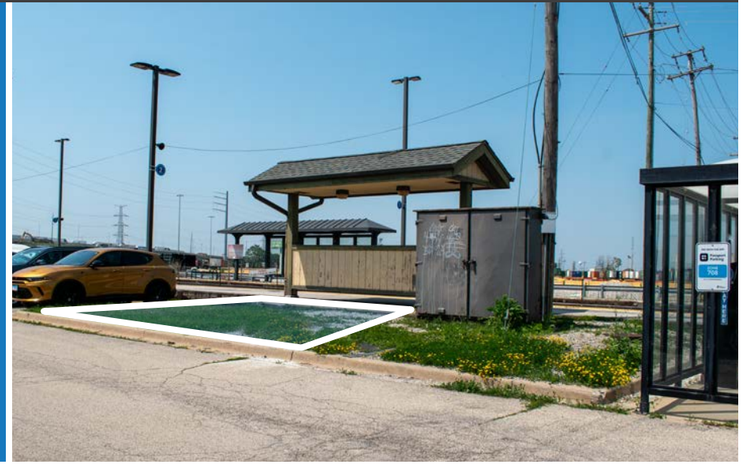
Wave rack type does not allow for multiple contact points to frame without using extra spaces

Unsheltered and unsecured, so:

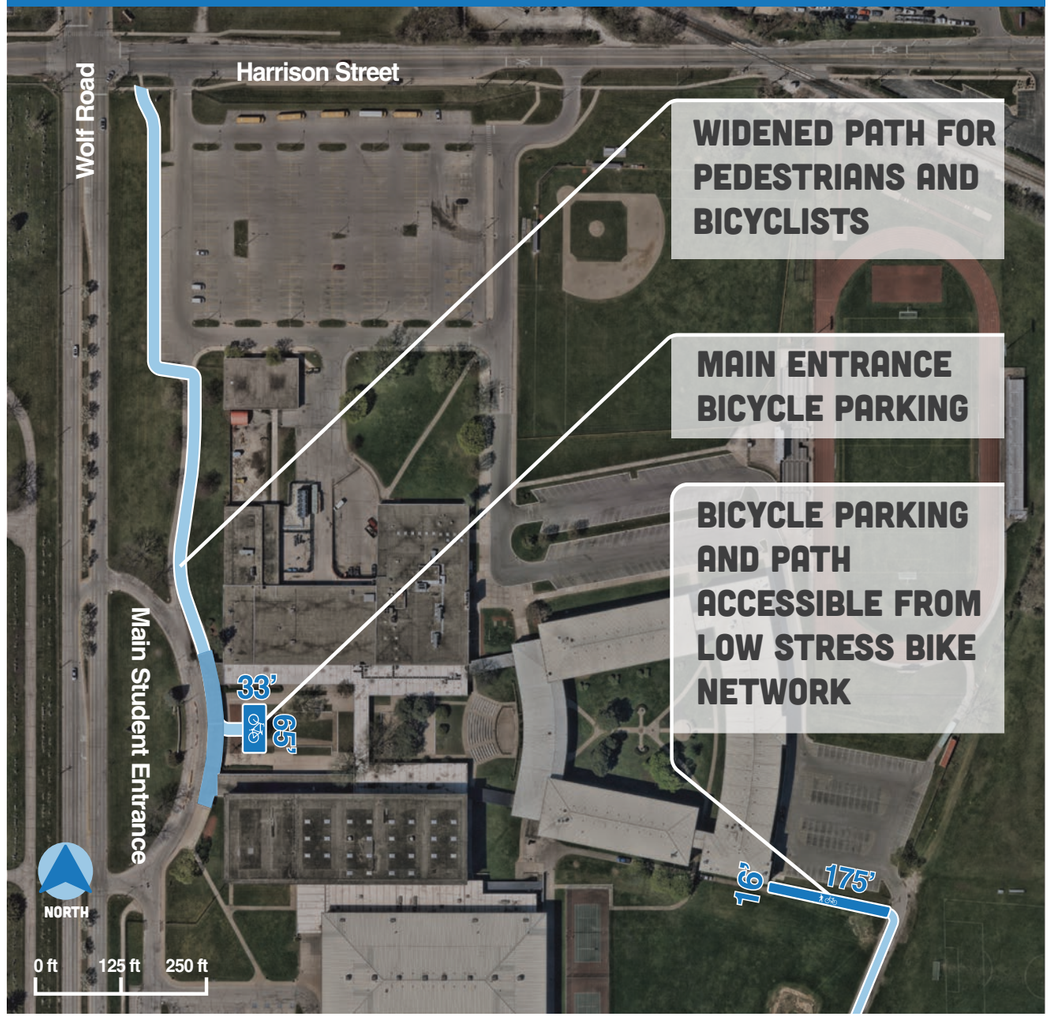
- No protection from inclement weather
- No protection from theft

POTENTIAL BICYCLE PARKING SITE

- Adequate space to construct sheltered or secured facility
- Direct access to Eastbound platform for morning commute



PROVISO WEST H.S. PROPOSED BICYCLE PARKING



The following infrastructure strategies are for each of the Villages to pursue.

Short-Term Strategies

- Fill Tier 1 Sidewalk Gaps
- Reassess sidewalk maintenance processes
- Evaluate ADA accessibility throughout the Village, ensuring or developing regular audit strategies and prioritization plan for future upgrades
- Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed
- Work with respective school districts to support bike rack installation
- Coordinate with internal departments to support bike rack installation at public buildings
- Coordinate with Metra to support long-term bike parking at stations

Mid-Term Strategies

- Fill Tier 2 Sidewalk Gaps
- Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed
- Continue to coordinate with schools, internal departments, and Metra to support short- and long-term bike parking
- Assess bike parking in public right-of-way Village-wide and evaluate bike parking needs

Long-Term Strategies

- Fill Tier 3 sidewalk gaps
- Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed
- Continue to support bike parking needs

Policies and plans play an integral role in shaping transportation systems. They work together to provide an integrated framework for decision-making, guide investments and priorities, and ensure the transportation system is meeting community needs.

POLICIES & PLANS

Policies

Complete Streets Policy

A thorough and updated Complete Streets policy is important because it enables communities to regularly improve multi-modal transportation at all available opportunities.

Both IDOT and Cook County have Complete Streets policies. However, it is important for municipalities to adopt their own Complete Streets policies to fully consider the needs of all road users at a local context. In 2022, the Village of Westchester adopted a Complete Streets policy. It is recommended Bellwood, Berkeley, Broadview, and Hillside each adopt a strong Complete Streets policy.

Subdivision Ordinance

In order to foster and integrate a culture of safety for people walking and bicycling, it is recommended to provide clear, stated requirements for pedestrian and bicycle facilities within subdivision ordinances. Inclusion

within subdivision ordinances will guide new development to be bicycle and pedestrian friendly.

Each Village should conduct a thorough review of their respective subdivision ordinance to ensure new or renovated development sites will support walking and bicycling by requiring:

- Continuous sidewalk connections between public sidewalk and building entries
- Connections to bicycle facilities and other subdivisions/neighborhoods as indicated on the Low Stress Bike Network or Roadway Bike Network maps
- Short-term bike parking as appropriate
- Long-term bike parking as appropriate

The ordinance should set best practice standards for subdivision and private developments including:

- Sidewalks built to a minimum of five feet

What is Complete Streets?

Complete Streets is an approach to planning, designing, operating and maintaining streets that are safe for all road users. Complete Streets prioritize the needs of pedestrians, bicyclists and transit riders through design features like sidewalks, bike facilities, accessible transit stops, safe and visible crosswalks, and traffic calming measures. The goal of this approach is to create more livable, sustainable, and inclusive communities by improving mobility and safety for all.

What is Complete Streets Policy?

A Complete Streets policy supports mobility for all by guiding states, counties, and communities in making decisions about how their streets are planned, designed, operated, and maintained. According to the National Complete Streets Coalition there are ten elements to a comprehensive Complete Streets policy:

- vision and intent
- diverse users
- commitment in all projects and phases
- clear, accountable exceptions
- jurisdiction
- design
- land use and context sensitivity
- performance measures
- project selection criteria
- implementation steps

Community Spotlight

The Village of Des Plaines included ‘monitoring’ in their Complete Streets policy, highlighting eight performance measures including annual bike counts on bike routes, linear feed of new pedestrian accommodations, and annual pedestrian and bicyclist crash data analyses.

The Village of Oak Park Complete Street policy specifies how Village staff will prioritize the safety of people walking, bicycling, or accessing transit in their decision making. This includes language such as “…the City should always work to decrease travel time for bicyclists, alleviate some of the effort associated with bicycling, and make sure that highly trafficked bike paths and bike routes are connected with each other.”

- Shared use paths built to a minimum of 10 feet wide

Bike Parking Ordinance

Bicycle parking can create an environment that is more convenient, accessible, and welcoming for people biking. It is recommended that all Villages develop an ordinance that requires bicycle parking (short-term and long-term) be installed with new or amended developments:

- The ordinances should include a requirement of short-term bicycle parking at all public buildings as well as long-term bicycle parking at places of employment and multi-unit residential buildings
- This ordinance should dictate standards for good bike parking that is safe, secure, and easy to use. Design standards should include specific styles and placement.

Bike Parking Ordinances Recommendations per APBP Guidelines

Types of Activity	Short-Term Requirement	Long-Term Requirement
Non-assembly cultural (library, governmental building etc.)	1 space for each 10,000 s.f. of floor area (minimum of 2)	1 space per 10 employees (minimum of 2)
Assembly (church, theaters, parks, etc.)	Spaces for 2% of maximum expected daily attendance	1 space per 20 employees (minimum of 2)
Education		
a. Public, parochial, and private day-care of 15+ children	1 space per 20 students of planned capacity (minimum of 2)	1 space per 20 employees (minimum of 2)
b. Public parochial, and private nursery/ kindergartens, and elementary schools		1 space per 10 employees (minimum of 2)
c. Public, parochial, elementary, junior high and high schools		1 space per 10 employees plus 1 space per 20 students of planned capacity (minimum of 2)
d. Colleges and universities	1 space per 10 students of planned capacity (minimum of 2)	1 space per 10 employees plus 1 space per 10 students of planned capacity; or 1 space for each 20,000 s.f. of floor area whichever is greater
Rail/bus terminals and stations/ airports	Spaces for 1.5% of projected a.m. peak period daily ridership	Spaces for 5% of projected a.m. peak period daily ridership
Retail		
General Food sales or groceries	1 space for each 2,000 s.f. of floor area (minimum of 2)	1 space for each 12,000 s.f. of floor area (minimum of 2)
General retail	1 space for each 5,000 s.f. of floor area (minimum of 2)	1 space for each 10,000 s.f. of floor area (minimum of 2)
Office	1 space for each 20,000 s.f. of floor area (minimum of 2)	

Plans

ADA Transition Plan

An ADA Transition Plan identifies physical barriers to accessibility in the transportation system or facilities in the public right-of-way and guide public entities to remove these barriers. Both Cook County and the Illinois Department of Transportation (IDOT) have ADA Transition Plans (2024, 2021). Hillside is in the process of developing an ADA Transition Plan. It is recommended that the Villages of Bellwood, Berkeley, Broadview, and Westchester develop an ADA Transition Plan

Community Spotlight

Partnering with CMAP, the Village of Hillside is in the process of developing the Access Hillside plan for accessible streets and sidewalks. Access Hillside is a self-evaluation and transition plan assessing the street features that may challenge people with disabilities including broken (or nonexistent) sidewalks, intersections without curb ramps and crosswalks, and inaccessible street parking.

Like Hillside, communities can apply for support in developing an ADA Transition Plan through CMAP's Technical Assistance Program.

Crosswalk in the West Cook area

The following policy and plan strategies are for each of the Villages to pursue.

Short-Term Strategies

- Adopt a Complete Streets Policy
- Integrate Complete Streets into departmental processes
- Adopt a pedestrian- and bicycle-friendly subdivision ordinance
- Adopt a bike parking ordinance
- Initiate ADA Transition Plan efforts
- Provide education about new ordinances with residents, business owners, developers, and Village staff

Mid-Term Strategies

- Continue to monitor the implementation of new ordinances
- Complete ADA Transition Plan and pursue plan recommendations

Long-Term Strategies

- Continue to support an ADA compliant pedestrian network

Pace bus stop

Programming includes coordinated efforts that support and foster a culture of walking and biking within the community and region.

> ORGANIZE COMMUNITY BIKE EVENTS AND RIDES TO PROMOTE BIKING CULTURE [...] HOST BIKE PARADES, GROUP RIDES, AND FAMILY–FRIENDLY EVENTS TO CELEBRATE CYCLING AND FOSTER A SENSE OF COMMUNITY.

PROGRAMMING

Programming & Events

Safe Routes to School

Community members throughout the West Cook area have emphasized the need to improve conditions to make it safer for students to walk and bike to school. Safe Routes to School (SRTS) is a federally funded program with the goal of making it safer for students, including those with disabilities to walk or bike to school. Developing a formal Safe Routes to School program requires partnership with West Cook area school districts. The National Center for Safe Routes to School has developed a menu of online and in-person training and technical assistance options for the purposes of building consensus, identifying issues and respective solutions.

The Villages should each partner with schools, students, and families to identify a network of Safe Routes to walk and bike to local schools. The Villages

should leverage the Low Stress Bike Network to guide network planning.

In partnership with the school districts, the Villages should develop Safe Routes to School Action Plans, identifying barriers and goals to increase students walking and bicycling to schools, along with recommendations within the Safe Route network. While building a Safe Routes to School effort, the Villages and schools should identify champions – be it parents or staff – to help cultivate a culture of pedestrian and bicycle safety.

Safe Routes for Seniors

Approximately 19% of West Cook residents are 65 years old or more – higher than Cook County as a whole (15%). A Safe Routes for Seniors program focuses traffic calming efforts and programming in areas with higher concentrations of older adults to make it easier and safe to navigate walking, bicycling, and transit options. Locations may include Broadview Senior Apartments, Bellwood Senior Apartments, and the Senior Suites of Bellwood along with improvements near libraries and community centers. Additionally, the Villages should work with existing senior facilities to identify critical paths for older adults to reach important destinations and challenges along the routes.

Pedestrian safety improvements could be developed and implemented in these areas. The West Cook area holds many relevant programs for older adults including but not limited to the Village of Broadview's Move with the Mayor events, AARP Safe Driver Classes and "Accessible Transportation with RTA for Seniors & people with disabilities" at the Bellwood Public Library.

The Villages should continue to support active and accessible transportation events for older adults. The Village can partner with agencies and organizations including Hines VA Medical Center, AARP, Age Options, and RTA.

Young bicyclist at Westchester Bike Rodeo

Events

Events focused on walking and bicycling are a great way to build awareness and excitement about active transportation and safer streets within communities. Example events may include walking or bicycling groups, organized bike rides, walk or bike buses, open street events, or Move with Mayor Events.

The Villages and Proviso Township have hosted or participated in several active transportation related events. The Villages should continue to organize or support walking and bicycling events for community members.

The Villages should collect resources to help community groups organize and lead walking and bicycling events. This may include lending supplies for events such as traffic cones or barricades. Additionally, the Villages should partner with agency partners or bike clubs to create a calendar of events, aggregating the great work and events that are happening within the West Cook area and Proviso Township.

Example Events

Event Type	Examples
Organized Rides or Walks	• Walk or Bike to School Day • Walking Groups (e.g. Move with the Mayor in Broadview) • Bicycle Groups (e.g. Westchester Cycle Group) • Community rides (e.g. Annual Tour de Proviso bike ride) • Walk school buses or bike buses (see Bike Bus World for more information and resources)
Open Street Events	• Bike rodeos (e.g. Green Residents of Westchester (GROW) Bike Rodeo & Resource Fair) • Festivals (e.g. Annual Autumnfest on the Prairie Path)
Classes or Conversations	• Active and/or accessible transportation classes (e.g. Bellwood Public Library has held AARP Safe Driver and Accessible Transit Classes) • Bike skill clinics • Ride Illinois Safety course

Community Spotlight

The Tour de Proviso has both captured and catalyzed growing support for biking in the West Cook area since its inception in 2020. The annual ride was started in part by Broadview Mayor Katrina Thompson in partnership with the Villages of Bellwood and Maywood to promote health and wellness and tourism in Proviso Township. Since 2020, over a dozen communities have been involved with sponsoring or organizing the ride, which follows a different route every year. Participation in the ride also continues to grow year-to-year, demonstrating an interest in biking and the value of community events focused on active transportation.

Education & Promotion

Walk and Bike Safety Education in Schools

Teaching students about safe active transportation is a life skill they can apply throughout their lives – especially as future drivers. In 2018, the state of Illinois adopted new legislation (Biking and Walking in Schools, Illinois HB4799) requiring school boards to adopt policies for walking and bicycling safety education in elementary and middle school. The Villages should partner with their respective school districts to understand current and future education efforts.

The Villages should partner with Proviso High Schools to incorporate bicycle and walking safety education into the driver's education curricula. Ride Illinois provides additional education and safety resources. Local schools can apply for Ride Illinois BikeSafetyQuiz Mini-Grants. For each student who completes a quiz, the school receives $2. There is a cap to the funding each year, but nearly all schools that have applied have received funding. Visit https://rideillinois.org/safety/bsqgrants for more information.

In 2018, the Bicycle Safety and the Dutch Reach amendment (Illinois HB5143) updated the Illinois Vehicle Code to add information about bike safety to the state's Rule of the Road manual and driver's license exam. Bike safety informant, such as the Dutch Reach, should continue to be promoted within West Cook area school districts.

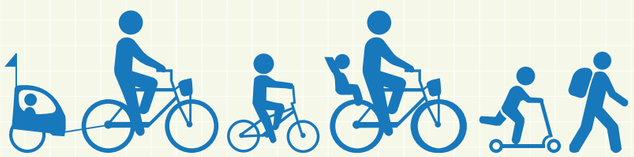
Education about new facilities

As new bike facilities are constructed, the Villages should promote street improvements to community members. The Villages can provide education and outreach to inform community members about bicycle routes and share how to safely use them (both for people biking and drivers sharing the road). Education can be online through social media or e-newsletters, and on-the-ground, through promotional materials or in-person events. The Villages can partner with their respective Police Departments, Park Districts, and libraries.

When are the Walk & Bike to School Days?

Walk and Bike to School days are helpful in encouraging younger community members – and their families – to walk or bike:

- **Walk to School Day is the first Wednesday in October**
- **Bike to School Day is the first Wednesday of the first full week in May**



The following programming strategies are for each of the Villages to pursue.

Short-Term Strategies

- Develop Safe Route to School Action Plans
- Support active and accessible transportation programming for older adults
- Organize and/or support walking and bicycling events
- Work with partners to develop an active transportation calendar
- Partner with school districts to promote elementary and middle school walk and bike education and walk and bike traffic safety in driver ed curricula

Mid-Term Strategies

- Support the development and/or implementation of School Action Plans
- Continue to support active and accessible transportation programming for older adults
- Continue to update active transportation calendars and promote related events
- Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula

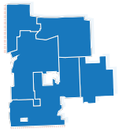
Long-Term Strategies

- Continue to support active and accessible transportation programming for older adults
- Continue to update active transportation calendars and promote related events
- Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula

The Villages should routinely monitor and report to their communities on progress. This is an important step towards accountability, transparency, community buy-in, and supporting a growing bicycle and pedestrian culture.

REPORTING & MAINTENANCE

BELLWOOD • BERKELEY • BROADVIEW • HILLSIDE • WESTCHESTER



Online Resources

Online Bicycle Map

The Villages should work to develop an online, interactive bicycle map showing existing and planned trails and bicycle facilities throughout the Villages and nearby municipalities. The map can be a collective, collaborative effort between the Villages instead of five separate platforms. Regardless, the map should show the type of facilities (i.e., neighborhood greenway, striped bike lanes, or shared use paths, etc.) and highlight the proposed low stress bike network. Online versions of the map should show the status of proposed facilities (proposed, planned, under construction, or existing) so the community understands where facilities exist and are anticipated. The map should be posted online and can be modified in print formats which can be shared at a variety of locations, such as local bike shops, libraries, and Village Halls.

Reporting Concerns

All Villages have a 'Report a Concern' submission process on their municipal websites where community members can report an issue. These sites vary in what options are available for reporting a concern, as well as how they are categorized, and are often limited. The submission types vary in how concerns are categorized and have limited to no pedestrian- or bicycle-focused options. A 'Report a Concern' submission should be expanded and enable residents to report hazards such as cracked sidewalks, blocked bicycle lanes, faded crosswalks, or broken traffic signals. This will enable the Villages to proactively address issues related to bicycle and pedestrian infrastructure and respond more efficiently. Additionally, the expanded submission process can guide the Villages in prioritizing maintenance efforts, ensuring resources are directed where they are needed most.

Bicycle & Pedestrian Committee

The Villages should establish a formal Bicycle and Pedestrian Committee with staff and/or stakeholders to coordinate pedestrian and bike improvement projects and track the implementation of this plan. The committee can be a continuation of the plan's Executive Committee with neighboring Proviso Township municipalities.

The formal committee will ensure that projects have the greatest chance of enhancing regional connectivity, allowing communities to collaborate on funding and coordinating implementation.

Maintenance

The Villages should prioritize the maintenance of bicycling and walking infrastructure—including trails, sidewalks, bicycle facilities, signage, and pavement markings—to ensure a safe and comfortable environment for all users, especially older adults, children, and individuals with disabilities.

Community Spotlight

Several Chicagoland suburbs are developing Bicycle and Pedestrian Groups, Committees, or Commissions to guide active transportation related decision-making. This includes but is not limited to the Village of Libertyville, the Village of Niles, the Village of Northbrook, the Village of Oak Park, the City of Wheaton.

Bicycle and Walking Infrastructure Maintenance

Regular upkeep, such as sweeping, trash removal, mowing, trimming, and minor repairs, should be conducted on a routine basis, while major maintenance, including surface rehabilitation, sign replacement, and pavement marking updates, may be required every few years. Establishing a routine inspection schedule and maintenance standards, along with a system to document and track infrastructure needs, will help ensure timely repairs.

Moreover, the Cook County DoTH has committed to building adjacent shared use paths or trails only when there is a local partner that can commit to performing ongoing maintenance activities. Cook County can assist in providing resources to high-need communities to ensure that they are adequately equipped to address long-term, ongoing maintenance of bike facilities on Cook County right-of- way and elsewhere throughout the County. Village maintenance efforts should be prioritized based on clear criteria to enhance safety, accessibility, and long-term sustainability.

- The Villages should establish a regular inspection schedule and standards for all walking and bicycling infrastructure, along with a system for recording and tracking

maintenance needs. The maintenance needs should be prioritized based on established criteria.

- Village bicycle infrastructure standards should include minor and major upkeep, ranging from trimming vegetation, sweeping and snow plowing to surface repairs or ultimately more significant rehabilitation. Regular maintenance is especially critical for the high-use bike facilities most appealing to all user types such as off-street trails and protected bike lanes.
- Maintenance challenges often stem from unclear responsibilities between jurisdictions and agencies. The Villages should map out maintenance duties for bicycling and walking infrastructure and work with partner agencies to establish clear standards.
- Sustaining infrastructure in good condition requires consistent and dedicated funding. The Villages should review current maintenance budgets, identify funding shortfalls, and plan for future needs as pedestrian and bicycle networks expand.

Bellwood, Hillside, and Westchester have annual sidewalk programs in which residents can apply to have a public sidewalk replaced for a set or shared cost.

Winter Snow Clearance

All Villages have snow clearance/removal guidelines. Broadview, Hillside, and Westchester have additional sidewalk snow clearance programs. For walking and bicycling to serve as reliable, year-round transportation options, infrastructure must remain well-maintained, accessible, and safe during winter. The Villages should establish clear snow removal regulations for sidewalks, specifying responsibilities, timeframes for clearing snow and ice, and a required clear path width (ideally five feet).

Prioritization and scheduling are a key component of a successful winter bikeway program. For most Villages, keeping all bikeways completely clear during or immediately after a snow event is infeasible. Primary bikeways should be cleared first, providing the best access to the greatest number of people possible following a snow event. Destinations should be taken into consideration as well. If roadway clearing and de-icing begins first thing in the morning, primary routes leading to schools and business districts should be cleared first.

Educating the community about sidewalk clearance after snow and ice events is essential to ensuring pedestrian safety and accessibility. The Villages can employ several strategies to ensure sidewalks are properly cleared:

- Use social media, Village websites, and newsletters to remind residents of their responsibilities.
- Ensure residents know sidewalk clearance requirements, such as deadlines and penalties for non-compliance.
- Work with homeowner associations and neighborhood groups to distribute flyers or door hangers reminding residents of their responsibilities.
- Highlight “good neighbors” on social media who clear their sidewalks well.
- Encourage local schools and businesses to sponsor sidewalk-cleaning initiatives.
- Establish a “Snow Angel” program, where volunteers help clear sidewalks for elderly or disabled residents.

Protocols for Construction

Maintaining safe and continuous access for people walking and bicycling during construction is essential to prevent disruptions and unsafe conditions. The Villages should develop checklists and requirements to ensure pedestrian and bicycle access is included in all temporary traffic control plans. Regular inspections of private construction activity should be conducted, and fines should be levied when access is not properly maintained, ensuring that walking and bicycling remain safe and accessible throughout construction projects.

- The Villages should establish checklists and guidelines that include requirements for maintaining bicycle and pedestrian access as part of all temporary traffic control plans, making them easily accessible to contractors and developers.
- The Villages should also conduct regular inspections of private construction sites and enforce compliance by issuing fines when proper access in public right-of-way for people walking and bicycling is not maintained.

Illinois Prairie Path underneath I-290 /I-294 in Berkeley, IL

The following reporting and maintenance strategies are for each of the Villages to pursue.

Short-Term Strategies

- Develop an online map with existing, planned, and proposed bicycle facilities
- Expand Reporting Concerns on Village website to include pedestrian and bicycle network concerns
- Establish Bicycle and Pedestrian Committee with West Cook Village decisionmakers, meeting on a routine basis
- Develop regular inspection schedule for pedestrian and bicycle networks
- Provide regular maintenance to pedestrian and bicycle networks
- Map out maintenance duties between jurisdictions and agencies
- Review current maintenance budgets, identify funding shortfalls, and plan for future needs as pedestrian and bicycle networks expand
- Employ strategies to promote winter snow clearance
- Establish checklists and guidelines for maintaining bicycle and pedestrian access during construction
- Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access

Mid-Term Strategies

- Maintain an online map with existing, planned, and proposed bicycle facilities
- Continue to track pedestrian and bicycle network concerns
- Continue to meet with the Bicycle and Pedestrian Committee
- Provide regular maintenance to pedestrian and bicycle networks
- Continue to employ strategies to promote winter snow clearance
- Continue to maintain bicycle and pedestrian access during construction
- Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access

Long-Term Strategies

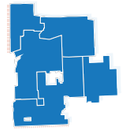
- Maintain an online map with existing, planned, and proposed bicycle facilities
- Continue to track pedestrian and bicycle network concerns
- Continue to meet with the Bicycle and Pedestrian Committee
- Provide regular maintenance to pedestrian and bicycle networks
- Continue to employ strategies to promote winter snow clearance
- Continue to maintain bicycle and pedestrian access during construction
- Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access

NEIGHBORHOOD PROJECTS

Neighborhood-scale projects include small-scale, low-cost opportunities to make traveling within a neighborhood as a bicyclist or pedestrian as safe, comfortable, and accessible as possible.

NEIGHBORHOOD TRAFFIC CALMING

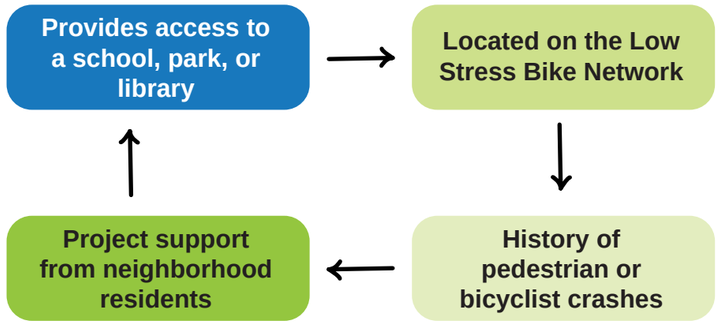
BELLWOOD • BERKELEY • BROADVIEW • HILLSIDE • WESTCHESTER



Traffic calming tools are physical infrastructure or other design treatments that reduce speed or improve the safety of all road users, particularly vulnerable road users. A traffic calming program can help identify speeding, safety, and cut through traffic issues on neighborhood streets, typically relying on neighborhood requests, and install improvements to ensure safe vehicle speeds and volumes and improve safety for pedestrians and bicyclists. Based on each Village's unique priorities and needs, Villages can develop their own traffic calming toolkits that includes a set of standard tools to be implemented as funding for projects is available. The **Neighborhood Traffic Calming Toolbox** in the Appendix includes common traffic calming tools that can be incorporated into toolkits.

While neighborhoods streets within the West Cook area are generally low stress, many of these interventions are intended to calm traffic entering neighborhood streets from higher-speed streets and support safe routes to neighborhood destinations, such as schools.

To guide the decision-making process for the implementation of traffic calming projects, the following factors should be prioritized as part of the review process. Traffic calming tools should be context-sensitive and selected based on what it most appropriate for a given location's traffic volumes, types of road users, and safety needs:



While neighborhood traffic calming focuses on safety within neighborhoods, just as important is safe linkages between neighborhoods, which are often bifurcated by major streets. Also included in the **Traffic Calming Toolbox** are tools intended for major streets to improve safety at intersections or crossings, eliminating barriers to reaching other neighborhoods by walking, bicycling, or rolling.

What are Quick Build Tools?

Quick-build tools typically involve the use of low-cost materials, such as paint, to re-allocate road space toward pedestrians. There is also quick-build infrastructure that can be easily installed and removed, such as speed cushions, left-turn traffic calming, slow-turn wedges, and flexible delineators. Many traffic calming tools can be installed using quick-build materials, such as paint and posts for curb extensions.

Over the course of the project, Villages have emphasized the desire for low-cost, quick-build projects that can be implemented in the short term. It is recommended the West Cook Villages prioritize quick-build infrastructure in the short term to pilot new projects, elevate the need for and value of infrastructure that supports walking and bicycling, and demonstrate a commitment to safer streets.

Left Turn Traffic Calming

Curb Bumpout

Protected Bike Lane

Curb Bumpout

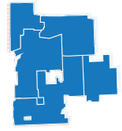
Community Spotlight

Similar suburban communities that have successfully implemented neighborhood traffic calming including the Village of Oak Park, the Village of Mount Prospect, the City of Evanston, and the City of Des Plaines.

Bicycle and pedestrian safety at and near schools is a priority for the West Cook Bicycle and Pedestrian Plan.

SCHOOL TRAFFIC SAFETY

BELLWOOD • BERKELEY • BROADVIEW • HILLSIDE • WESTCHESTER



Within the West Cook Bicycle and Pedestrian Plan engagement process, interviews were conducted with four K-8 school districts in Bellwood, Berkeley, Hillside and Westchester. Each of these Villages have some cross-jurisdictional students, thus the student population includes representation from outside the West Cook area, such as Maywood and Melrose Park. In addition to district interviews, the engagement process included students conversations, attended school events, and shared project information with school networks.

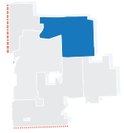
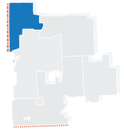
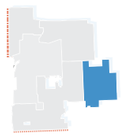
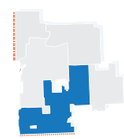
Through conversations with school representatives, middle schools were elevated as a significant safety priority and key opportunity due to many students declining to take the bus home after school and, consequently, navigating local streets on their own.

While specific site plans for every school are out of the scope for this Plan, recommendations for five public middle schools are provided. Some recommendations are specific in location and treatments, while others leave some flexibility in the specific tools or locations schools and Villages prefer to use. These strategies and tools could be incorporated and further developed as part of Safe Routes to Schools Action Plans and may also have applicability to other schools across the area (See: Safe Routes Programs)

While many of the recommendations above will be implemented by the Villages (and Cook County or IDOT where applicable), planning and implementation will require coordination with the respective school district. Bus services should also be consulted to ensure bussing operations are not majorly disrupted by any potential projects.

> **IDENTIFY AND IMPROVE SAFE ROUTES FOR STUDENTS TO BIKE TO AND FROM SCHOOL**

School Traffic Safety Recommendations

	School	Street Type	Nearby Destinations	Recommendations
 BELLWOOD	Roosevelt Middle School	Major Street	Stevenson Park	• Paint and post curb extension on Oak Street at northeast corner of Oak Street & 25th Avenue intersection • High visibility crosswalks on cross streets along 25th Avenue corridor • Prioritized routes for neighborhood traffic calming: Oak Street • See 25th Avenue Shared Use Path for longer-term major street improvements
 BERKELEY	MacArthur Middle School	Major Street	Eisenhower Park	• Signal improvements and re-striping of high visibility crosswalks at St. Charles Road & Wolf Road • Prioritized routes for neighborhood traffic calming: Hillside Avenue • See Wolf Road Complete Street and St. Charles Road Streetscape Improvements for longer-term major street improvements
 BROADVIEW	Lindop Elementary School	Neighborhood Street/Major Street	Broadview Public Library, Pioneer Park, Schroeder Park	• Upgraded high visibility crosswalks and bicycle intersection markings for Low Stress Bike Network across 17th Avenue at intersection of 14th Street & 17th Avenue • Paint & post curb extensions at crossings with high pedestrian volumes • Prioritized routes for neighborhood traffic calming: 14th Street, 16th Avenue
 HILLSIDE	Hillside Elementary School	Major Street	Proviso West High School, Thiele Park	• High visibility crosswalks and signalization improvements at Harrison Street & Wolf Road – on north and east legs • High visibility crosswalk across Darmstadt Road at Wolf Road • Paint and post curb extensions at Darmstadt Road & Elm Street and Darmstadt Road & Wolf Road • See Wolf Road complete street for longer-term major street improvements
 WESTCHESTER	West-chester Middle School	Neighborhood Street	Drury Lane Park, Westchester Community Park, Westchester Public Library	• Upgraded high visibility crosswalks at Canterbury Street and Norfolk Avenue; Kent Street & Norfolk Avenue • Paint & post curb extensions at crossings with high pedestrian volumes • Prioritized routes for neighborhood traffic calming: Canterbury Street, Norfolk Street, Kent Street

The following neighborhood project strategies are for each of the Villages to pursue.

Short-Term Strategies

- Develop or formalize traffic calming toolkits
- Incorporate quick-build traffic calming as needed and/or requested
- Coordinate with relevant school districts on traffic safety needs, safe passages, and bussing operations
- Collaborate with relevant school districts to implement quick-build or short-term recommendations by school

Mid-Term Strategies

- Continue to implement neighborhood traffic calming as needed and/or requested
- Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations

Long-Term Strategies

- Continue to implement neighborhood traffic calming as needed and/or requested
- Continue to coordinate with school districts on traffic safety needs, implementing remaining network recommendations

Speed feedback sign along Warren Avenue in Hillside, IL

THE NEXT STEPS

Bicyclists crossing 31st Street in Westchester, IL

IMPLEMENTATION

The West Cook Bicycle and Pedestrian Plan is an actionable roadmap to guide strategies into tangible next steps.

To implement the West Cook Bicycle and Pedestrian Plan, the Villages can pursue several pathways:

- Pursue grants and external funding
- Operationalize and institutionalize pathways into programmed work and processes
- Consider tax-increment financing districts, or other financial tools to generate funding for ongoing maintenance and management
- Work with developers to maximize the gains of the planned development agreements for streetscape and transportation safety enhancements as developments occur throughout the West Cook area

Communication & Milestones

With the Bicycle and Pedestrian Committee, the Villages should institutionalize routine coordination related to bicycle and pedestrian plans with partner agencies, including IDOT and Cook County DoTH. In communication with partner agencies, Villages should review respective planned, proposed, or upcoming projects and programs in case there is an opportunity to capitalize on the integration of recommendations. Specifically, the Villages should track and coordinate on:

- IDOT Proposed Highway & Multimodal Improvement Program
- I-290 Corridor and relevant bridge replacements
- Tollway Capital Plan/ Strategic Plan
- Cook County 5-Year Transportation Improvement Program (Illinois Prairie Path Extension)
- Cook County Bike Plan implementation progress
- Cook County Safety Action Plan implementation progress
- Pace Programs (Cermak Pace Pulse)
- Regional Transit Authority Capital Program
- Metra Capital Programs

FUNDING

TIF Districts

There are several Tax Increment Financing (TIF) Districts in the West Cook area. These special districts allow property taxes that are generated due to new development or redevelopment within the district to be used to further make improvements within that district. Each year, Villages submit a summary of the TIF District to the State of Illinois and meet with impacted taxiing districts to review the status of each district. The TIFs in the West Cook area comprise various new developments and redevelopments, including mixed-use retail, corridor redevelopment, and shopping centers.

Grant Readiness

Calendar

Because grants so often require pre-planning, West Cook Villages should work to establish a calendar of grant applications on a two-to-three year basis, matching projects to potential grant funding. This will allow for adequate allocation of staff time and will allow the grant manager to do appropriate pre-positioning for grants that have a tight turnaround once they are officially announced.

Intergovernmental Agreements

The West Cook Villages should consider establishing intergovernmental agreements for Plan related projects in preparation for future grant opportunities. As funding opportunities arise, the Villages, with the Bicycle and Pedestrian Committee, should clarify which opportunities they are pursuing and assess chances of success if applied to collectively. With intergovernmental agreements, the Villages should continue to provide letters of support and lobby elected officials in support of specific plans or ideas.

Policy Spotlight

Public Act 102-0660: Bicycle and Pedestrian Ways

Amends the Illinois Highway Code and requires the state to fund 100% of the costs of walking and biking infrastructure when constructing, reconstructing, or making any changes to any state transportation facility. This bill eliminates the previous requirement that local municipalities had to fund 20% of the costs of requested walking and biking infrastructure.

Bicycle Facility Grant Opportunities

Grant	Acronym	Timeframe	Award Amount	Required Match	Indirect Costs Allowed?	Agency / Sponsor
Reconnecting Communities and Neighborhoods Grant Program	RCP	Annual	$16,000,000 average project funding	20-50%		USDOT
Active Transportation Infrastructure Investment Program	ATIIP	Annual	$100,000 - $15,000,000	At least 20%		FHWA
Transportation Alternatives Program	TAP-L	Annual	$100,000 - $1,000,000	20%	Phase 1 engineering not allowed, but exceptions can be made for Cohort 4 municipalities (Bellwood and Broadview)	CMAP
Illinois Transportation Enhancement Program	ITEP	Bi-annual	$1,500,000 - $3,000,000 (FY 2024)	20%		IDOT
Congestion Mitigation & Air Quality Improvement Program	CMAQ	Annual	$124 million available statewide in FY 2024	20%		FHWA/ IDOT

Additional Trail Facilities & Improvements Grant Opportunities

Grant	Acronym	Timeframe	Award Amount	Required Match	Indirect Costs Allowed?	Agency / Sponsor
Illinois Bicycle Path Grant Program		Bi-annual	Up to $200,000	50%		IDNR
Recreational Trails Program	RTP	Annual	$200,000	20%		IDNR

Urban Canopy Grant Opportunities

Grant	Acronym	Timeframe	Award Amount	Required Match	Indirect Costs Allowed?	Agency / Sponsor
TreePlanters Grant		Periodical	Trees	N/A	No	Openlands
Community Forest and Open Space Conservation Program	CFP	Annual	Up to $600,000	50%		USDA/FS
Five Star and Urban Waters Restoration Grant Program 2024		Annual	$30,000 - $75,000	N/A		NFWF

Sidewalk Gap & Improvement Grant Opportunities

Grant	Acronym	Timeframe	Award Amount	Required Match	Indirect Costs Allowed?	Agency / Sponsor
Active Transportation Infrastructure Investment Program	ATIIP	Annual	$100,000 - $15,000,000	At least 20%		FHWA
Reconnecting Communities and Neighborhoods Grant Program	RCP	Annual	$16,000,000 average project funding	20-50%		USDOT
Access to Transit for Small-Scale Capital Projects		Annual	$150,000 - $1,000,000	20%		RTA
Illinois Transportation Enhancement Program	ITEP	Bi-annual	$1,500,000 - $3,000,000 (FY 2024)	20%		IDOT
Congestion Mitigation & Air Quality Improvement Program	CMAQ	Annual	$124 million available statewide in FY 2024	20%		FHWA/ IDOT
Illinois Safe Routes to School	SRTS	Bi-annual	$25,000 - $250,000 per project	N/A		IDOT

School Traffic Safety Grant Opportunities

Grant	Acronym	Timeframe	Award Amount	Required Match	Indirect Costs Allowed?	Agency / Sponsor
Illinois Safe Routes to School	SRTS	Bi-annual	$25,000 - $250,000 per project	N/A		IDOT
Congestion Mitigation & Air Quality Improvement Program	CMAQ	Annual	$124 million available statewide in FY 2024	20%		FHWA/ IDOT
Surface Transportation Program Shared Fund	STP	Annual	$7,500,000	20%	Only Phase 2 engineering onward	FHWA/ CMAP

Traffic Calming Grant Opportunities

Grant	Acronym	Timeframe	Award Amount	Required Match	Indirect Costs Allowed?	Agency / Sponsor
Creative Placemaking		Annual	$50,000 - $250,000	N/A		Cook County/ LISC
Asphalt Art Initiative		Annual	Up to $100,000	N/A		Bloomberg Philanthropies
AARP Community Challenge		Annual	Up to $25,000	N/A		AARP
Safe Streets and Roads for All Implementation Grants	SS4A	Annual	$2,500,000 - $25,000,000	N/A		USDOT
Surface Transportation Program Shared Fund	STP	Annual	$7,500,000	20%	Only Phase 2 engineering onward	FHWA/ CMAP

Intersection & Crossing Grant Opportunities

Grant	Acronym	Timeframe	Award Amount	Required Match	Indirect Costs Allowed?	Agency / Sponsor
Surface Transportation Program Shared Fund	STP	Annual	$7,500,000	20%	Only Phase 2 engineering onward	FHWA/ CMAP
Safe Streets and Roads for All Implementation Grants	SS4A	Annual	$2,500,000 - $25,000,000	N/A		USDOT
Illinois Transportation Enhancement Program	ITEP	Bi-annual	$1,500,000 - $3,000,000 (FY 2024)	20%		IDOT
Reconnecting Communities and Neighborhoods Grant Program	RCP	Annual	$16,000,000 average project funding	20-50%		USDOT
Congestion Mitigation & Air Quality Improvement Program	CMAQ	Annual	$124 million available statewide in FY 2024	20%		FHWA/ IDOT
Crossing Safety Improvement Program	N/A	Annual	Nearly $39,000,000 available annually	N/A		ICC

Sample Safe Route to School Grant Language: Bike Parking for Students

The Village of [BELLWOOD, BERKELEY, BROADVIEW, HILLSIDE, WESTCHESTER] is dedicated to the safety and well-being of its students as they travel to and from school. This proposal seeks funding to support the West Cook Bicycle and Pedestrian Plan recommendation to provide bicycle parking at schools and key destinations near schools.

The West Cook Bicycle and Pedestrian Plan is a collaborative effort between the Villages of Bellwood, Berkeley, Broadview, Hillside, and Westchester and serves as a roadmap for safe, accessible, and comfortable walking, biking, and rolling in the West Cook Area. The plan aims to create safer, more accessible, and more comfortable walking and bicycling networks for people of all ages and abilities – including students.

Bicycle parking is a critical part of any bicycle network. Its presence - whether it is available or not - can influence if a person rides their bike to a destination. Currently, none of the schools in [BELLWOOD, BERKELEY, BROADVIEW, HILLSIDE, WESTCHESTER] provide best practice bike rack types.

Background

[BELLWOOD, BERKELEY, BROADVIEW, HILLSIDE, WESTCHESTER] is a diverse and growing community that values education and student safety. While many students live within biking distance of their schools, the lack of secure and accessible bike parking limits their ability to choose biking as a safe and viable mode of travel. Existing school sites often lack sufficient bike racks or have outdated infrastructure that does not meet current needs. Through this project, the community seeks to remove these barriers by installing modern, high-capacity bike racks, promoting safe biking habits, and encouraging more students to choose active, healthy, and environmentally friendly ways to get to school.

Goals & Objectives

The primary goals of this proposal include:

- Improve student safety by providing secure, school-based bike parking.
- Improve the safety of walking and biking routes to and from schools
- Increase the number of students biking to school by providing secure, visible, and accessible bike racks at key school locations.
- Educate students, parents, and community members about safe biking practices, including how to properly use bike racks and locks.
- Foster a culture of health, wellness, and active transportation by normalizing biking as a safe and supported option for school travel.
- Demonstrate the Village's commitment to sustainable, youth-centered transportation planning.

Project Description

This project will focus on the following key components:

Infrastructure Improvements

- *Bike Rack Installation:* New, best-practice bike racks will be installed at school entrances and other strategic locations within a half-mile radius to provide secure, visible, and convenient bicycle parking options.

Education and Encouragement

- *Bike Safety Education:* Host workshops and interactive sessions for students, parents, and school staff on bicycle safety, helmet use, and how to properly lock bikes at school bike racks. The event will provide bike lock giveaways.
- *Bike Trains and Walking Groups:* Coordinate supervised bike trains (or other organized group bike rides) and walking school buses to promote safe and social commuting experiences for students. The event will provide bike lock giveaways.
- *Awareness Messaging:* Provide messaging about the benefits of the bike racks and how to properly secure bikes to the bike racks.

Evaluation and Enforcement

- *Data Collection and Analysis:* Conduct before/after bike parking inventory and utilization counts; Conduct before/after bike ridership counts.
- *Law Enforcement Partnership:* Work with local police departments to monitor school travel zones and support traffic safety enforcement efforts around biking and walking routes.

Implementation Plan

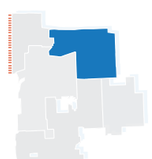
- *Community Engagement:* Collaborate with schools, parent groups, students, and residents to identify ideal bike rack locations and build program support.
- *Design and Procurement:* Partner with planners and engineers to select appropriate bike rack models and layouts that meet safety and durability standards.
- Phased Installation: Implement bike rack installations and any related infrastructure improvements in phases to ensure smooth integration and minimal disruption.
- *Education Rollout:* Launch educational activities and safety promotions to coincide with new infrastructure installation.
- *Monitoring and Feedback:* Continuously monitor usage, gather feedback, and adapt strategies to improve outcomes.

Sustainability

- *Establish Partnerships:* Engage local businesses, schools, and law enforcement to help promote, maintain, and expand bike infrastructure.
- *Pursue Additional Funding:* Seek state, federal, and private grant opportunities to support future enhancements and program growth.
- *Promote Community Ownership:* Encourage students, parents, and local stakeholders to take pride in the community's biking infrastructure and actively participate in maintaining a safe and supportive environment.

COMPILED RECOMMENDATIONS

Village of Bellwood



Short-Term Strategies

PRELIMINARY Tier 1 Cost Estimates Overview

Village	Tier 1
Low Stress Bike Network facilities	$17,600
Key Intersections	$100,000
Sidewalk Gap Infill	$2,200,000

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 1 Low Stress Bike Network facilities • Eastern Avenue • Jackson Street • Van Buren Street • Oak Street	West Cook Villages, IPPc
	Coordinate with agencies and stakeholders to install key intersections along the Tier 1 network • St. Charles Road & Eastern Avenue • Illinois Prairie Path & Eastern Avenue	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 2 and 3 network implementation	School district, Park district, community groups, Village departments, business owners
Illinois Prairie Path Connections	Collaborate with other West Cook Villages, IPPc, Proviso Township, and Cook County to develop wayfinding toolkit/install wayfinding	DoTH, IPPc, Township
	Install new IPP access points • IPP & 53rd Avenue • IPP & 51st Avenue • IPP & 49th Avenue	IPPc
	Install 25th Avenue intersection pavement striping and signage improvements	IDOT, IPPc
	Install shared bike lane markings and temporary wayfinding signage along Warren Avenue	IDOT, IPPc
	Collectively and regularly convene with IDOT, Cook County, IPPc, and relevant West Cook Villages to coordinate and carefully consider safe, efficient opportunities for crossing Mannheim Road near Warren Avenue	IDOT, DoTH, IPPc, West Cook Villages

	Recommendation	Stakeholders
Bellwood Avenue Bikeway	Install bikeway and bike route signage along Bellwood Avenue from Erie Street to I-290	IPPc, businesses
	Install improvements at local intersections • Bellwood Avenue & Washington Boulevard • Bellwood Avenue & Madison Street	
25th Avenue Bikeway	Coordinate with the Village of Maywood on 17th Avenue and 25th Avenue bikeways recommendations • 25th Avenue & Madison Street/Maywood Drive	Maywood, Broadview, IDOT
	Work with IDOT to support 17th Avenue and 25th Avenue recommendations. • 25th Avenue over I-290	IDOT, Broadview
	Stripe high visibility crosswalks and refresh pavement markings where needed along 25th Avenue	IDOT
St. Charles Road Streetscape Improvements	Install improvements at local, signalized intersections, prioritizing those on the Tier 1 Low Stress Bike Network routes or short-term Transformative Projects • St. Charles Road & Bellwood Avenue • St. Charles Road & Eastern Avenue	Berkeley, IDOT
	Install gateway treatments at corridor entrances • St. Charles Road from 29th Avenue to 25th Avenue	Berkeley, IDOT, Community groups, residents, business owners

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 1 Sidewalk Gaps (5 miles)	
	Reassess sidewalk maintenance processes	
	Evaluate ADA accessibility throughout the Village, ensuring or developing regular audit strategies and prioritization plan for future upgrades	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Work with respective school districts to support bike rack installation • Jefferson Primary School • Lincoln Primary School • Lincoln Elementary School • Marshall Elementary School • Roosevelt Middle School	School district
	Coordinate with internal departments to support bike rack installation at public buildings • Bellwood Village Hall • Bellwood Public Library • Memorial Park District	Library, Park District
	Coordinate with Metra to support long-term bike parking at stations • Bellwood Metra Station	Metra

	Recommendation	Stakeholders
Policies & Plans	Adopt a Complete Streets Policy	CMAP, developers, business owners, residents
	Integrate Complete Streets into departmental processes	
	Adopt a pedestrian- and bicycle-friendly subdivision ordinance	CMAP, developers, business owners, residents
	Adopt a bike parking ordinance	
	Initiate ADA Transition Plan efforts	
	Provide education about new ordinances with residents, business owners, developers, and Village staff	Residents, business owners, developers
Programming	Develop Safe Route to School Action Plans	School district
	Support active and accessible transportation programming for older adults	Library, Park District, RTA, AARP, Pace, community groups
	Organize and/or support walking and bicycling events	Community groups, Township
	Work with partners to develop an active transportation calendar	West Cook Villages, community groups
	Partner with school districts to promote elementary and middle school walk and bike education and walk and bike traffic safety in driver ed curricula	School district
Reporting and Maintenance	Develop an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Expand Reporting Concerns on Village website to include pedestrian and bicycle network concerns	
	Establish Bicycle and Pedestrian Committee with West Cook Village decionmakers, meeting on a routine basis	West Cook Villages
	Develop regular inspection schedule for pedestrian and bicycle networks	
	Provide regular maintenance to pedestrian and bicycle networks	
	Map out maintenance duties between jurisdictions and agencies	IDOT, DoTH, West Cook Villages
	Review current maintenance budgets, identify funding shortfalls, and plan for future needs as pedestrian and bicycle networks expand	
	Employ strategies to promote winter snow clearance	Residents, business owners
	Establish checklists and guidelines for maintaining bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Develop or formalize traffic calming toolkits	
	Incorporate quick-build traffic calming as needed and/or requested	Community groups, residents, business owners
	Coordinate with relevant school districts on traffic safety needs, safe passages, and bussing operations	School district
	Collaborate with relevant school districts to implement quick-build or short-term recommendations by school	School district

Mid-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 2 Low Stress Bike Network facilities • St. Charles Road & 46th Avenue • 47th Avenue • 49th Avenue • Randolph Street • Washington Boulevard	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 2 network • St. Charles Road & 46th Avenue	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 3 network implementation	Community groups, residents, business owners
Illinois Prairie Path Connections	Install mid-block crossing enhancements at Eastern Avenue and Bellwood Avenue	DoTH, IPPc, TWN
	Install 25th Avenue pavement and curb improvements	
	Install on-street, directional wayfinding signage	IDOT, IPPc
	Coordinate with IPPc to install trail and trailhead wayfinding signage	IPPc
	With IDOT, Cook County, IPPc, and relevant West Cook Villages continue to pursue safety improvements and routing at Mannheim Road near Warren Avenue	IDOT, DoTH, IPPc, West Cook Villages
Bellwood Avenue Bikeway	Install traffic calming measures along local streets that intersect with Bellwood Avenue • Bellwood Avenue & St. Charles Road	
	Coordinate with IDOT to install improvements at IDOT intersections • Bellwood Avenue & Butterfield Road	IDOT
25th Avenue Bikeway	Continue to coordinate with IDOT to support 25th Avenue corridor segment and intersection recommendations.	IDOT
	Coordinate with residents, business owners, Village departments, and other stakeholders to construct shared use paths on the east side of 25th Avenue.	Residents, business owners
	Coordinate with IPPc to install trail and trailhead wayfinding signage	IPPc
St Charles Road Streetscape Improvements	Implement conversion to three lanes on locally-owned portions of St. Charles Road according to resurfacing schedule	Berkeley, IDOT
	Install improvements at remaining local, signalized intersections	
	Install improvements at local, unsignalized intersections and mid-block crossings in tandem with three-lane conversion	IDOT
	Install streetscaping, gateway treatments, and traffic calming along corridor in tandem with three-lane conversion	Berkeley, IDOT, Community groups, residents, business owners

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 2 Sidewalk Gaps, 2 miles	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to coordinate with schools, internal departments, and Metra to support short- and long-term bike parking	School district, Metra
	Assess bike parking in public right-of-way Village-wide and evaluate bike parking needs	Community groups, business owners
Policies & Plans	Continue to monitor the implementation of new ordinances	
	Complete ADA Transition Plan and pursue plan recommendations	Community groups, residents
Programming	Support the development and/or implementation of School Action Plans	School district
	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
Reporting & Maintenance	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Continue to implement neighborhood traffic calming as needed and/or requested	Community groups, residents, business owners
	Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Long-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 3 Low Stress Bike Network facilities • Erie Street	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 3 network	IDOT, IPPc, DoTH, Hillside
Illinois Prairie Path Connections	Coordinate with IDOT on long-term enhancements at Mannheim Road	DoTH, IPPc, TWN
Bellwood Avenue Bikeway	Coordinate with IDOT to explore bicycle and pedestrian enhancements across I290 bridge • Bellwood Avenue over I-290	IDOT
25th Avenue Bikeway	Coordinate with IDOT to explore bicycle and pedestrian enhancements across I290 bridge • 25th Avenue over I-290	IDOT
St Charles Road Streetscape Improvements	Coordinate with IDOT to implement four-to-three lane conversion on portions of St. Charles Road under state jurisdiction • St. Charles Road from Wolf Road to Speechley Boulevard	IDOT
	Coordinate with IDOT to install improvements at IDOT intersections • Intersections on St. Charles Road from Wolf Road to Speechley Boulevard	IDOT
	Coordinate with Pace to re-locate bus stops to far sides of intersections and install transit amenities	Pace

Municipal Projects

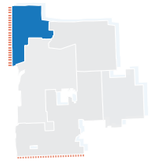
	Recommendation	Stakeholders
Infrastructure	Fill Tier 3 Sidewalk Gaps, < 1 mile	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to support bike parking needs	Residents, business owners
Policies & Plans	Continue to support an ADA compliant pedestrian network	Residents, business owners, community groups
Programming	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
Reporting & Maintenance	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Continue to implement neighborhood traffic calming as needed and/or requested	Community groups, residents, business owners
	Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Village of Berkeley

Short-Term Strategies



PRELIMINARY Tier 1 Cost Estimates Overview

Village	Tier 1
Low Stress Bike Network facilities	$10,000
Key Intersections	$20,000
Sidewalk Gap Infill	$1,500,000

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 1 Low Stress Bike Network facilities • Arthur Avenue • Hawthorne Avenue • Huron Street	West Cook Villages, IPPc
	Coordinate with agencies and stakeholders to install key intersections along the Tier 1 network • Wolf Road & Hawthorne Avenue	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 2 and 3 network implementation	School district, Park district, community groups, Village departments, business owners
Illinois Prairie Path Connections	Collaborate with other West Cook Villages, IPPc, Proviso Township, and Cook County to develop wayfinding toolkit/install wayfinding	DoTH, IPPc, TWN
	Coordinate with IDOT to install Taft Avenue intersection improvements	IPPc
Taft Avenue Corridor Study	Reduce speed limit to 25 MPH	IDOT
	Provide truck restrictions on neighborhood side streets, as appropriate	IDOT, business owners
	Restrict right turns on red at St. Charles Road • Taft Avenue & St. Charles Road	IDOT
	Install ‘Trail Crossing’ signage approaching the Illinois Prairie Path	IPPc
	Complete Phase 2 design	
St. Charles Road Streetscape Improvements	Install gateway treatments at corridor entrances • St. Charles Road from I-290 to Taft Avenue	IDOT, Community groups, residents, business owners

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 1 Sidewalk Gaps	
	Reassess sidewalk maintenance processes	
	Evaluate ADA accessibility throughout the Village, ensuring or developing regular audit strategies and prioritization plan for future upgrades	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Work with respective school districts to support bike rack installation • Sunnyside Intermediate School • MacArthur Middle School	
	Coordinate with internal departments to support bike rack installation at public buildings • Berkeley Park • Berkeley Village Hall • Berkeley Public Library	Library, Park District
	Coordinate with Metra to support long-term bike parking at Berkeley Metra Station	Metra
Policies & Plans	Adopt a Complete Streets Policy	CMAP, developers, business owners, residents
	Integrate Complete Streets into departmental processes	
	Adopt a pedestrian- and bicycle-friendly subdivision ordinance	
	Adopt a bike parking ordinance	CMAP, developers, business owners, residents
	Initiate ADA Transition Plan efforts	
	Provide education about new ordinances with residents, business owners, developers, and Village staff	Residents, business owners, developers
Programming	Develop Safe Route to School Action Plans	School district
	Support active and accessible transportation programming for older adults	Library, Park District, RTA, AARP, Pace, community groups
	Organize and/or support walking and bicycling events	Community groups, Township
	Work with partners to develop an active transportation calendar	West Cook Villages, community groups
	Partner with school districts to promote elementary and middle school walk and bike education and walk and bike traffic safety in driver ed curricula	School district
Reporting and Maintenance	Develop an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Expand Reporting Concerns on Village website to include pedestrian and bicycle network concerns	
	Establish Bicycle and Pedestrian Committee with West Cook Village decionmakers, meeting on a routine basis	West Cook Villages
	Develop regular inspection schedule for pedestrian and bicycle networks	Berkeley Park District
	Provide regular maintenance to pedestrian and bicycle networks	Berkeley Park District
	Map out maintenance duties between jurisdictions and agencies	IDOT, DoTH, West Cook Villages
	Review current maintenance budgets, identify funding shortfalls, and plan for future needs as pedestrian and bicycle networks expand	
	Employ strategies to promote winter snow clearance	Residents, business owners
	Establish checklists and guidelines for maintaining bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Develop or formalize traffic calming toolkits	
	Incorporate quick-build traffic calming as needed and/or requested	Community groups, residents, business owners
	Coordinate with relevant school districts on traffic safety needs, safe passages, and bussing operations	School district
	Collaborate with relevant school districts to implement quick-build or short-term recommendations by school	School district

Mid-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 2 Low Stress Bike Network facilities • Hillside Avenue	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 2 network • Taft Avenue & Huron Street • St. Charles Road & Hillside Avenue	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 3 network implementation	School district, Park district, community groups, Village departments, business owners
Illinois Prairie Path Connections	Install on-street, directional wayfinding signage	IDOT, IPPc
	Coordinate with IPPc to install trail and trailhead wayfinding signage	IPPc
Taft Avenue Corridor Study	Coordinate with IDOT to stripe bike lanes between Madison Street and Berkeley Metra Station	IDOT
	Coordinate with IDOT to install Key Intersection safety improvements • Taft Avenue & Huron Street • Taft Avenue & St. Charles Road • Taft Avenue & Maple Avenue	IDOT
St. Charles Road Streetscape Improvements	Implement conversion to three lanes on locally-owned portions of St. Charles Road according to resurfacing schedule St. Charles Road from Speechley Boulevard to 51st Avenue	IDOT
	Install improvements at local, unsignalized intersections and mid-block crossings in tandem with three-lane conversion • St. Charles Road & Hillside Avenue (see Low Stress Bike network) • St. Charles Road & Taft Avenue	IDOT
	Install streetscaping, gateway treatments, and traffic calming along corridor in tandem with three-lane conversion	Bellwood, IDOT, community groups, residents, business owners
Wolf Road Safety Improvements	Incorporate Complete Streets elements, including transit amenities and pedestrian improvements, as opportunities arise	IDOT, DoTH, business owners, Pace

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 2 Sidewalk Gaps, 2 miles	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to coordinate with schools, internal departments, and Metra to support short- and long-term bike parking	School district, Metra
	Assess bike parking in public right-of-way Village-wide and evaluate bike parking needs	Community groups, business owners
Policies & Plans	Continue to monitor the implementation of new ordinances	
	Complete ADA Transition Plan and pursue plan recommendations	Community groups, residents
Programming	Support the development and/or implementation of School Action Plans	School district
	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
Reporting & Maintenance	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Continue to implement neighborhood traffic calming as needed and/or requested	Community groups, residents, business owners
	Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Long-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 3 Low Stress Bike Network facilities • Berkeley Metra Station - Expressway Underpass	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 3 network	IDOT, IPPc, DoTH, Hillside
Taft Avenue Corridor Study	• Evaluate jurisdictional transfer opportunities and challenges	IDOT
St Charles Road Streetscape Improvements	Coordinate with IDOT to implement four-to-three lane conversion on portions of St. Charles Road under state jurisdiction • St. Charles Road from Wolf Road to Speechley Boulevard	IDOT
	Coordinate with IDOT to install improvements at IDOT intersections • St. Charles Road & Wolf Road	IDOT
	Coordinate with Pace to re-locate bus stops to far sides of intersections and install transit amenities	Pace
Wolf Road	Install shared use path on Wolf Road where feasible	IDOT, DoTH, community groups, business owners, residents

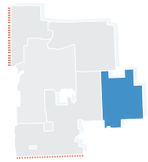
Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 3 Sidewalk Gaps, < 1 mile	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to support bike parking needs	Residents, business owners
Policies & Plans	Continue to support an ADA compliant pedestrian network	Residents, business owners, community groups
Programming	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
Reporting & Maintenance	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages, CMAP
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Continue to implement neighborhood traffic calming as needed and/or requested	Community groups, residents, business owners
	Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Village of Broadview



Short-Term Strategies

PRELIMINARY Tier 1 Cost Estimates Overview

Village	Tier 1
Low Stress Bike Network facilities	$15,500
Key Intersections	$20,000
Sidewalk Gap Infill	$2,200,000

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 1 Low Stress Bike Network facilities • 14th Street • 16th Street • 16th Avenue	West Cook Villages, IPPc
	Coordinate with agencies and stakeholders to install key intersections along the Tier 1 network • 9th Avenue & 14th Street • 9th Avenue & 16th Street	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 2 and 3 network implementation	School district, Park district, community groups, Village departments, business owners
17th Avenue & 25th Avenue Bikeways	Coordinate with the Village of Maywood on 17th Avenue and 25th Avenue bikeways recommendations.	Maywood
	Work with IDOT to support 17th Avenue and 25th Avenue recommendations.	IDOT
	Remove Rush Hour Parking Restrictions along 17th Avenue and establish parking lane. • 17th Avenue from I-290 to Railroad	IDOT
	Coordinate with IDOT to install bikeways and traffic calming along 17th Avenue. • 17th Avenue from I-290 to Cermak Road	IDOT
	Stripe high visibility crosswalks and refresh pavement markings where needed along 17th Avenue and 25th Avenue	IDOT

	Recommendation	Stakeholders
Infrastructure	Fill Tier 1 Sidewalk Gaps	
	Reassess sidewalk maintenance processes	
	Evaluate ADA accessibility throughout the Village, ensuring or developing regular audit strategies and prioritization plan for future upgrades	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Work with respective school districts to support bike rack installation • E.F. Lindop • Roosevelt Elementary School • Roosevelt Middle School	School district
	Coordinate with internal departments to support bike rack installation at public buildings • Braodview Village Hall • Village of Broadview Municipal Building • Broadview Park District - Schroeder Park	Library, Park District
Policies & Plans	Adopt a Complete Streets Policy	CMAP, developers, business owners, residents
	Integrate Complete Streets into departmental processes	
	Adopt a pedestrian- and bicycle-friendly subdivision ordinance	CMAP, developers, business owners, residents
	Adopt a bike parking ordinance	
	Initiate ADA Transition Plan efforts	
	Provide education about new ordinances with residents, business owners, developers, and Village staff	Residents, business owners, developers
Programming	Develop Safe Route to School Action Plans	School district
	Support active and accessible transportation programming for older adults	Library, Park District, RTA, AARP, Pace, community groups
	Organize and/or support walking and bicycling events	Community groups, Township
	Work with partners to develop an active transportation calendar	West Cook Villages, community groups
	Partner with school districts to promote elementary and middle school walk and bike education and walk and bike traffic safety in driver ed curricula	School district
Reporting and Maintenance	Develop an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Expand Reporting Concerns on Village website to include pedestrian and bicycle network concerns	
	Establish Bicycle and Pedestrian Committee with West Cook Village decionmakers, meeting on a routine basis	West Cook Villages, CMAP
	Develop regular inspection schedule for pedestrian and bicycle networks	
	Provide regular maintenance to pedestrian and bicycle networks	
	Map out maintenance duties between jurisdictions and agencies	IDOT, DoTH, West Cook Villages
	Review current maintenance budgets, identify funding shortfalls, and plan for future needs as pedestrian and bicycle networks expand	
	Employ strategies to promote winter snow clearance	Residents, business owners
	Establish checklists and guidelines for maintaining bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

Recommendation	Stakeholders
Develop or formalize traffic calming toolkits	
Incorporate quick-build traffic calming as needed and/or requested	Community groups, residents, business owners
Coordinate with relevant school districts on traffic safety needs, safe passages, and bussing operations	School district
Collaborate with relevant school districts to implement quick-build or short-term recommendations by school	School district

Mid-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 2 Low Stress Bike Network facilities • 9th Avenue	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 2 network • 9th Avenue & 14th Street • 9th Avenue & 16th Street	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 3 network implementation	IDOT, community groups, residents, business owners
17th Avenue & 25th Avenue Bikeways	Continue to work with IDOT to support 17th Avenue and 25th Avenue recommendations. • 17th Avenue from I-290 to Cermak Road • 17th Avenue & Cermak Road • 17th Avenue & Railroad • 17th Avenue & 14th Street • 17th Avenue & Bataan Drive • 25th Avenue from 14th Street to Lexington Street • 25th Avenue & Roosevelt Road	IDOT
	Coordinate with residents, business owners, Village departments, and other stakeholders to construct shared use paths on the east side of 25th Avenue. • 25th Avenue from 14th Street to Lexington Street	Residents, business owners, Village departments
	Coordinate with Broadview Village Square to coordinate on 25th Avenue shared use path	Broadview Village Square

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 2 Sidewalk Gaps, 2 miles	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to coordinate with schools and internal departments to support short- and long-term bike parking	School district
	Assess bike parking in public right-of-way Village-wide and evaluate bike parking needs	Community groups, business owners
Policies & Plans	Continue to monitor the implementation of new ordinances	
	Complete ADA Transition Plan and pursue plan recommendations	Community groups, residents
Programming	Support the development and/or implementation of School Action Plans	School district
	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
Reporting & Maintenance	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

Recommendation	Stakeholders
Continue to implement neighborhood traffic calming as needed and/or requested	Community groups, residents, business owners
Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Long-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 3 Low Stress Bike Network facilities • Gardner Road	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 3 network • Gardner Road & Dickens Street	IDOT, IPPc, DoTH, Hillside
17th Avenue & 25th Avenue Bikeways	• Coordinate with IDOT to explore bicycle and pedestrian enhancements across I290 bridge • 25th Avenue over I-290	IDOT

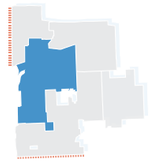
Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 3 Sidewalk Gaps, < 1 mile	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to support bike parking needs	Residents, business owners
Policies & Plans	Continue to support an ADA compliant pedestrian network	Residents, business owners, community groups
Programming	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
Reporting & Maintenance	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Continue to implement neighborhood traffic calming as needed and/or requested	Community groups, residents, business owners
	Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Village of Hillside



Short-Term Strategies

PRELIMINARY Tier 1 Cost Estimates Overview

Village	Tier 1
Low Stress Bike Network facilities	$10,000
Key Intersections	$80,000
Sidewalk Gap Infill	$5,000,000**

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 1 Low Stress Bike Network facilities • Hawthorne Avenue • East End Avenue • Maple Avenue • Hillside Avenue • Warren Avenue • Buckthorn Lane • Canterbury Street	West Cook Villages, IPPc
	Coordinate with agencies and stakeholders to install key intersections along the Tier 1 network • Butterfield Road & Buckthorn Lane • Wolf Road & Hawthorne Lane	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 2 and 3 network implementation	School district, Park district, community groups, Village departments, business owners
Illinois Prairie Path Connections	Collaborate with other West Cook Villages, IPPc, Proviso Township, and Cook County to develop wayfinding toolkit/install wayfinding	West Cook Villages, IPPc, Township, DoTH
	Install new IPP access points. • IPP & Iroquois Road • IPP & Buckthorn Lane • IPP & 51st Avenue	IPPc
	Install shared bike lane markings and temporary wayfinding signage along Warren Avenue	IDOT, IPPc
	Collectively and regularly convene with IDOT, Cook County, IPPc, and relevant West Cook Villages to coordinate and carefully consider safe, efficient opportunities for crossing Mannheim Road near Warren Avenue	IDOT, DoTH, IPPc, Bellwood, Berkeley
Taft Avenue Corridor Safety	Reduce speed limit to 25 MPH	IDOT
	Provide truck restrictions on neighborhood side streets, as appropriate	IDOT, business owners
	Install 'Trail Crossing' signage approaching the Illinois Prairie Path	IPPc, IDOT
	Complete Phase 2 design	
Wolf Road Safety Improvements	Install short-term improvements at key intersections with Cook County DoTH and IDOT • Wolf Road & Harrison Street • Wolf Road & Jackson Boulevard • Wolf Road & Roosevelt Road	DoTH, IDOT

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 1 Sidewalk Gaps	
	Reassess sidewalk maintenance processes	
	Evaluate ADA accessibility throughout the Village, ensuring or developing regular audit strategies and prioritization plan for future upgrades	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Work with respective school districts to support bike rack installation • Hillside Elementary • Proviso West High School	
	Coordinate with internal departments to support bike rack installation at public buildings • Hillside Commons • Hillside Public Library • Hillside Town Center • Hillside Municipal Complex • Eisenhwoer Park	Library, Park District
Policies & Plans	Adopt a Complete Streets Policy	CMAP, developers, business owners, residents
	Integrate Complete Streets into departmental processes	
	Adopt a pedestrian- and bicycle-friendly subdivision ordinance	
	Adopt a bike parking ordinance	CMAP, developers, business owners, residents
	Initiate ADA Transition Plan efforts	
	Provide education about new ordinances with residents, business owners, developers, and Village staff	Residents, business owners, developers
Programming	Develop Safe Route to School Action Plans	School district
	Support active and accessible transportation programming for older adults	Library, Park District, RTA, AARP, Pace, community groups
	Organize and/or support walking and bicycling events	Community groups, Township
	Work with partners to develop an active transportation calendar	West Cook Villages, community groups
	Partner with school districts to promote elementary and middle school walk and bike education and walk and bike traffic safety in driver ed curricula	School district
Reporting and Maintenance	Develop an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Expand Reporting Concerns on Village website to include pedestrian and bicycle network concerns	
	Establish Bicycle and Pedestrian Committee with West Cook Village decionmakers, meeting on a routine basis	West Cook Villages
	Develop regular inspection schedule for pedestrian and bicycle networks	
	Provide regular maintenance to pedestrian and bicycle networks	
	Map out maintenance duties between jurisdictions and agencies	IDOT, DoTH, West Cook Villages
	Review current maintenance budgets, identify funding shortfalls, and plan for future needs as pedestrian and bicycle networks expand	
	Employ strategies to promote winter snow clearance	Residents, business owners
	Establish checklists and guidelines for maintaining bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Develop or formalize traffic calming toolkits	
	Incorporate quick-build traffic calming as needed	Community groups, residents, business owners
	Coordinate with relevant school districts on traffic safety needs, safe passages, and bussing operations	School district
	Collaborate with relevant school districts to implement quick-build or short-term recommendations by school	School district

Mid-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 2 Low Stress Bike Network facilities • Forest Avenue • Idlewild Lane • Jackson Boulevard • Elm Street • Madison Street • Fencl Lane/Edgewater Avenue	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 2 network • Wolf Road & Jackson Boulevard • Butterfield Road & Elm Street • Butterfield Road & Forest Avenue • Roosevelt Road & Fencl Lane • Mannheim Road & Warren Avenue, or Mannheim Road & Madison Street	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 3 network implementation	
Illinois Prairie Path Connections	Install on-street, directional wayfinding signage	IPPc,
	Coordinate with IPPc to install trail and trailhead wayfinding signage	IPPc, DoTH
	With IDOT, Cook County, IPPc, and relevant West Cook Villages continue to pursue safety improvements and routing at Mannheim Road near Warren Avenue	IDOT, DoTH, IPPc, West Cook Villages
Taft Avenue Corridor Study	Coordinate with IDOT to stripe bike lanes between Madison Street and Berkeley Metra Station	IDOT
	Coordinate with IDOT to install Key Intersection safety improvements • Taft Avenue & Electric Avenue • Taft Avenue & Madison Street	IDOT
Wolf Road Safety Improvements	Install medium-to-long-term improvements at key intersections with Cook County DoTH and IDOT • Wolf Road & Harrison Street • Wolf Road & Jackson Boulevard • Wolf Road & Roosevelt Road	IDOT, DoTH
	Install side path on east side of Wolf Road between Harrison Street and Jackson Boulevard	IDOT, DoTH, community groups, business owners, school district
	Incorporate Complete Streets elements, including transit amenities and pedestrian improvements, as opportunities arise	IDOT, DoTH, RTA, Pace

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 2 Sidewalk Gaps, 2 miles	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to coordinate with schools and internal departments to support short- and long-term bike parking	School district
	Assess bike parking in public right-of-way Village-wide and evaluate bike parking needs	Community groups, business owners
Policies & Plans	Continue to monitor the implementation of new ordinances	
	Complete ADA Transition Plan and pursue plan recommendations	Community groups, residents
Programming	Support the development and/or implementation of School Action Plans	School district
	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
Reporting & Maintenance	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Continue to implement neighborhood traffic calming as needed	Community groups, residents, business owners
	Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Long-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 3 Low Stress Bike Network facilities • Oak Ridge Avenue & Oak Avenue	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 3 network	IDOT, IPPc, DoTH, Hillside
Illinois Prairie Path Connections	Coordinate with IDOT to install mid-block crossing enhancements, ADA upgrades, and curbs/ sidewalks at Butterfield Road • IPP & Butterfield Road	IDOT, IPPc
	Coordinate with IDOT on long-term enhancements at Mannheim Road	IDOT
Taft Avenue Corridor Study	Evaluate jurisdictional transfer opportunities and challenges	IDOT
Wolf Road Safety Improvements	Install side path on Wolf Road where feasible	IDOT, DoTH, community groups, business owners, residents

Municipal Projects

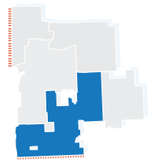
	Recommendation	Stakeholders
Infrastructure	Fill Tier 3 Sidewalk Gaps, < 1 mile	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to support bike parking needs	Residents, business owners
Policies & Plans	Continue to support an ADA compliant pedestrian network	Residents, business owners, community groups
Programming	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curriculaw	School district
Reporting & Maintenance	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

Recommendation	Stakeholders
Continue to implement neighborhood traffic calming as needed	Community groups, residents, business owners
Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Village of Westchester

Short-Term Strategies



PRELIMINARY Tier 1 Cost Estimates Overview

Village	Tier 1
Low Stress Bike Network facilities	$25,000
Key Intersections	$80,000
Sidewalk Gap Infill	$1,000,000

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 1 Low Stress Bike Network facilities • Canterbury Street • Mayfair Avenue	West Cook Villages, IPPc
	Coordinate with agencies and stakeholders to install key intersections along the Tier 1 network • Canterbury Street & Mannheim Road • Cermak Road & Mayfair Avenue	IDOT, IPPc, DoTH, Hillside
	Hold community engagement to support Low Stress Bike Network education and inform Tier 2 and 3 network implementation	School district, Park district, community groups, Village departments, business owners
Westchester Boulevard Bikeway	Install marked shared lanes and bike route signage along Westchester Boulevard • Westchester Boulevard from I-290 to Cermak Road	
	Install improvements at local intersections • Kitchner Street & Westchester Boulevard • Canterbury Street & Westchester Boulevard	
	Lower speed limit on Westchester Boulevard to 20 mph	Community groups, residents, business owners

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 1 Sidewalk Gaps	
	Reassess sidewalk maintenance processes	
	Evaluate ADA accessibility throughout the Village, ensuring or developing regular audit strategies and prioritization plan for future upgrades	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	Developers, business owners
	Work with respective school districts to support bike rack installation • Westchester Intermediate School • Westchester Primary School • Westchester Middle School	School district
	Coordinate with internal departments to support bike rack installation at public buildings • Westchester Commons • Westchester Park District/Westchester Community Park • Mayfair Park • West Brook Corporate Center	Library, Park District
Policies & Plans	Bolster Complete Streets Policy	CMAP, developers, business owners, residents
	Integrate Complete Streets into departmental processes	
	Adopt a pedestrian- and bicycle-friendly subdivision ordinance	
	Adopt a bike parking ordinance	CMAP, developers, business owners, residents
	Initiate ADA Transition Plan Efforts	
	Provide education about new ordinances with residents, business owners, developers, and Village staff	Residents, business owners, developers
Programming	Develop Safe Route to School Action Plans	School district
	Support active and accessible transportation programming for older adults	Library, Park District, RTA, AARP, Pace, community groups
	Organize and/or support walking and bicycling events	Community groups, Township
	Work with partners to develop an active transportation calendar	West Cook Villages, community groups
	Partner with school districts to promote elementary and middle school walk and bike education and walk and bike traffic safety in driver ed curricula	School district
Reporting and Maintenance	Develop an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Expand Reporting Concerns on Village website to include pedestrian and bicycle network concerns	
	Establish Bicycle and Pedestrian Committee with West Cook Village decionmakers, meeting on a routine basis	West Cook Villages
	Develop regular inspection schedule for pedestrian and bicycle networks	
	Provide regular maintenance to pedestrian and bicycle networks	
	Map out maintenance duties between jurisdictions and agencies	IDOT, DoTH, West Cook Villages
	Review current maintenance budgets, identify funding shortfalls, and plan for future needs as pedestrian and bicycle networks expand	
	Employ strategies to promote winter snow clearance	Residents, business owners
	Establish checklists and guidelines for maintaining bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Develop or formalize traffic calming toolkits	
	Incorporate quick-build traffic calming as needed and/or requested	Community groups, residents, business owners
	Coordinate with relevant school districts on traffic safety needs, safe passages, and bussing operations	School district
	Collaborate with relevant school districts to implement quick-build or short-term recommendations by school	School district

Mid-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Bike Network Low Stress	Install Tier 2 Low Stress Bike Network facilities • Wakefield Street • Sunnyside Avenue • Newcastle Avenue • Bristol Avenue • Gladstone Street • Highridge Parkway	West Cook Villages, communities, IDOT, DoTH
	Coordinate with agencies and stakeholders to install key intersections along the Tier 2 network • Roosevelt Road & Highridge Parkway	IDOT, IPPc, DoTH, Hillside, Proviso West High School
	Hold community engagement to support Low Stress Bike Network education and inform Tier 3 network implementation	School district, Park District, residents, community groups
Westchester Boulevard Bikeway	Install traffic calming measures along local streets that intersect with Westchester Boulevard	School district, Park District, residents, community groups
	Coordinate with IDOT to install improvements at IDOT intersections • Roosevelt Road & Westchester Boulevard • Cermak Road & Westchester Boulevard	IDOT
Wolf Road Safety Improvements	Incorporate Complete Streets elements, including transit amenities and pedestrian improvements, as opportunities arise	IDOT, DoTH, Pace, business owners, developers

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 2 Sidewalk Gaps, 2 miles	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to coordinate with schools and internal departments to support short- and long-term bike parking	School district
	Assess bike parking in public right-of-way Village-wide and evaluate bike parking needs	Community groups, business owners
Policies & Plans	Continue to monitor the implementation of new ordinances	
	Complete ADA Transition Plan and pursue plan recommendations	Community groups, residents
Programming	Support the development and/or implementation of School Action Plans	School district
	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
Reporting & Maintenance	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

	Recommendation	Stakeholders
	Continue to implement neighborhood traffic calming as needed and/or requested	Community groups, residents, business owners
	Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

Long-Term Strategies

Transformative Projects

	Recommendation	Stakeholders
Low Stress Bike Network	Install Tier 3 Low Stress Bike Network facilities • Gardner Road	Broadview
	Coordinate with agencies and stakeholders to install key intersections along the Tier 3 network • Gardner Road & Dickens Street	Broadview
Westchester Boulevard Bikeway	Coordinate with IDOT to explore bicycle and pedestrian enhancements across I-290 bridge	IDOT, Village of Bellwood
Wolf Road Safety Improvements	Install side path on Wolf Road where feasible	IDOT, DoTH, community groups, business owners, residents

Municipal Projects

	Recommendation	Stakeholders
Infrastructure	Fill Tier 3 Sidewalk Gaps	
	Incorporate ADA accessibility upgrades into ongoing and upcoming projects, as needed	
	Continue to support bike parking needs	Residents, business owners
Policies & Plans	Continue to support an ADA compliant pedestrian network	Residents, business owners, community groups
Programming	Continue to support active and accessible transportation programming for older adults	Community groups, residents, business owners, Library, Park District
	Continue to update active transportation calendars and promote related events	West Cook Villages, community groups
	Continue to partner with school districts to promote safe passage to/from school and promote walk and bike safety in curricula	School district
Reporting & Maintenance	Maintain an online map with existing, planned, and proposed bicycle facilities	West Cook Villages
	Continue to track pedestrian and bicycle network concerns	
	Continue to meet with the Bicycle and Pedestrian Committee	West Cook Villages
	Provide regular maintenance to pedestrian and bicycle networks	
	Continue to employ strategies to promote winter snow clearance	Community groups, business owners, residents
	Continue to maintain bicycle and pedestrian access during construction	Developers, contractors
	Conduct regular inspections of private construction sites to ensure bicycle and pedestrian access	Developers, contractors

Neighborhood Projects

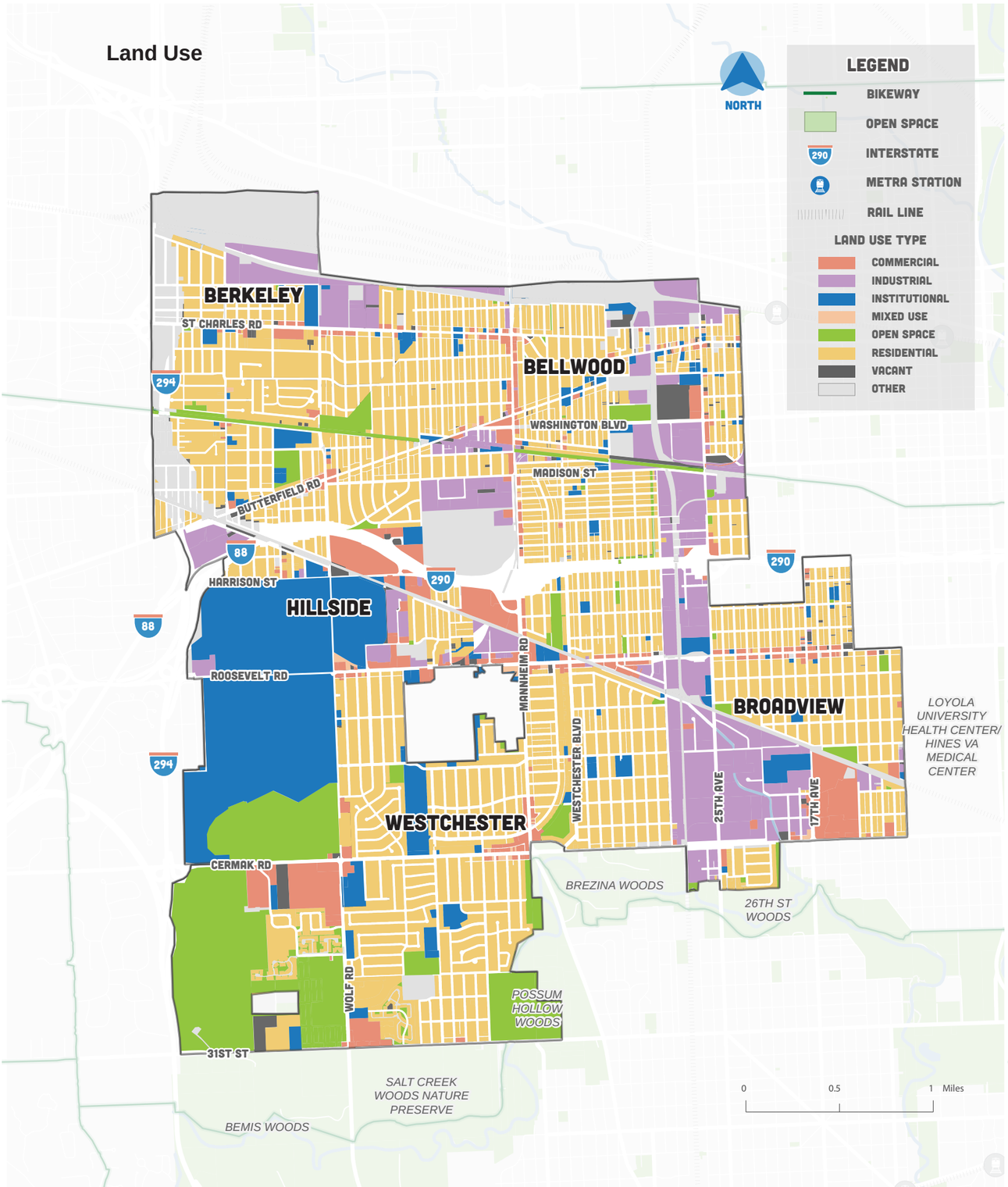
	Recommendation	Stakeholders
	Continue to implement neighborhood traffic calming as needed and/or requested	Community groups, residents, business owners
	Continue to coordinate with school districts on traffic safety needs and more permanent roadway network recommendations	School district

APPENDIX

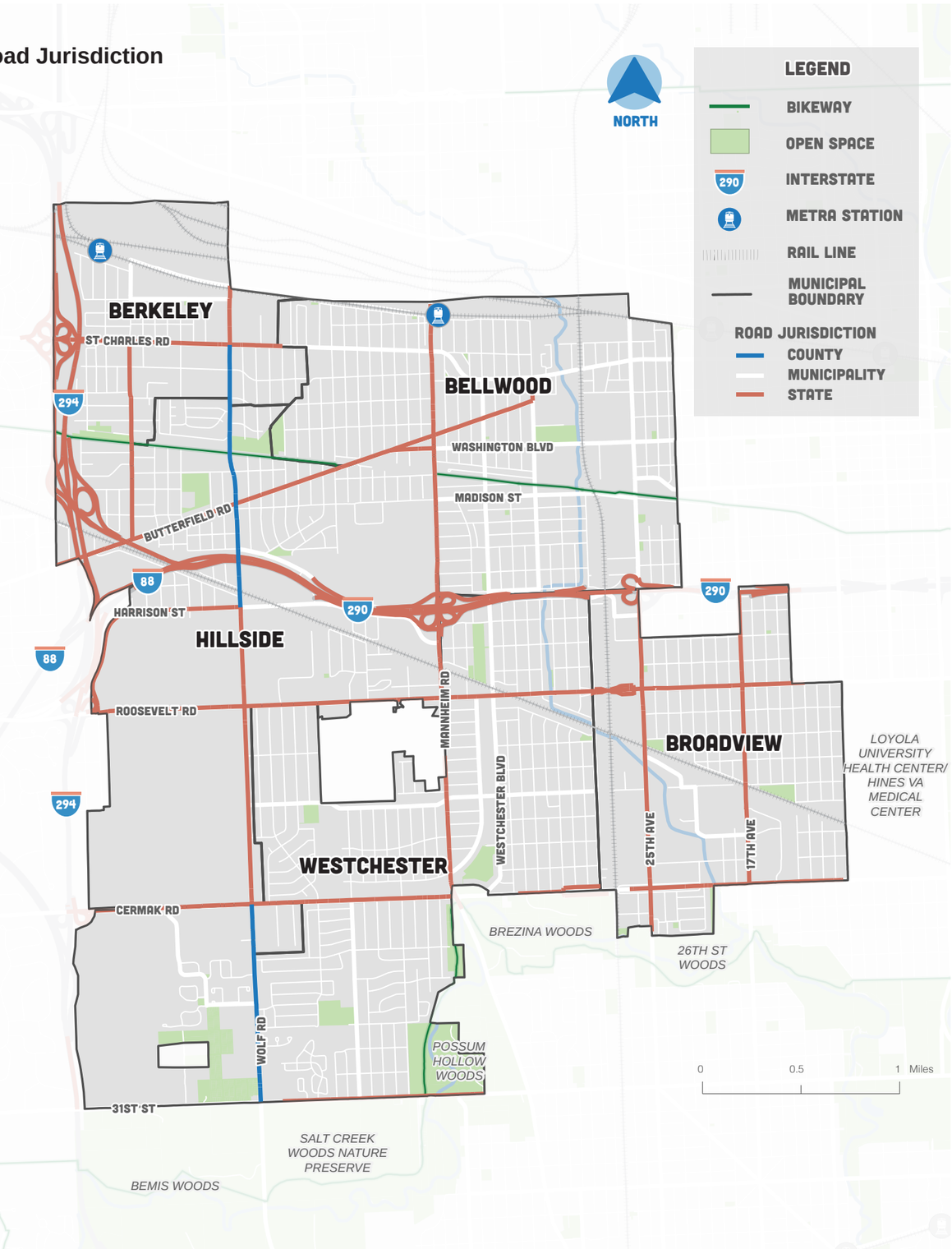
APPENDIX A

Appendix A provides additional current conditions maps to provide additional context and support decision making.

Land Use



Road Jurisdiction



APPENDIX B

Street Safety Design Toolboxes

The following design toolboxes include a range of infrastrucutre tools to make walking and biking safer on West Cook streets. These toolboxes provide guidance to help inform decision making while offering flexibility to address priorities and needs across the West Cook area and within individual Villages. Many tools can be implemented as quick-build projects using low-cost, temporary materials, particularly those in the Neighborhood Traffic Calming Toolbox. Every traffic calming tool has advantages and disadvantages. Tools should be sensitive to a given location's context, such as traffic volumes, types of road users, and safety needs.

1. BIKE FACILITIES TOOLBOX

Includes bike facilities that designate space on or adjacent to roadways to be used by bicyclists. An Additional Bikeways Toolbox is also included to enhance the safety of bike facilities.

2. MID-BLOCK TRAIL CROSSING TOOLBOX

Includes tools that improve the safety of pedestrians and bicyclists crossing intersecting roadways along trails.

3. NEIGHBORHOOD TRAFFIC CALMING TOOLBOX

Includes tools designed to lessen stress and enhance the safety of all road users on low-traffic neigborhood streets.

4. MAJOR STREETS TRAFFIC CALMING TOOLBOX

Includes tools that enhance the comfort and safety of pedestrians and bicyclists traveling on or across major streets.

How to use the toolboxes

Each tool includes a description, cost estimate, timeline, and street type where the tool is most appropriate.

Cost

Planning level unit cost estimates were determined for each tool and are denoted by dollars signs. The ranges shown are associated with per lane mile, per intersection, or per instance costs. These costs are intended to provide an estimate of typical costs. Site context, utilities, drainage, and other project-specific factors can dramatically shift costs.

$ ☐ ☐ ☐	*Less than $10,000*
$ $ ☐ ☐	*$10,000 to $100,000*
$ $ $ ☐	*$100,000 to $1 million*
$ $ $ $	*Greater than $1 million*

Timeline

The timeline reflects the time for design and construction for the tool.

Short	*Limited engineering design and construction time required*
Medium	*Some engineering design and a construction season required*
Long	*Long-term planning necessary with comprehensive design and approvals required. Construction requires more than one season or must be coordinated as part of another project.*

Location

Each tool indicates whether it is intended for use on minor, major, or all street types.

1. BIKE FACILITIES TOOLBOX

These fundamental bike facilities designate space on or adjacent to a roadway to be used by bicyclists. They are categorized by street type, with more protective facilities necessary on major roads to decrease the bikeway's level of stress.

MARKED SHARED LANES

Marked shared lanes, or "sharrows," are road markings used to indicate a shared space for people driving and bicycling. Marked shared lanes remind and reinforce the presence of bicyclists to all road users. Marked shared lanes encourage bicyclists to position themselves safely in travel lanes too narrow for a motor vehicle and a bicyclist to comfortably travel side by side within the same traffic lane. Marked shared lanes should be carefully planned and implemented on an as needed basis, paired with traffic safety improvements along a corridor. They are not recommended on major roads.

Cost	$ $
Timeline	Short
Street type	Minor

ADVISORY BIKE LANE

Advisory bike lanes are similar to striped bike lanes but adapted to streets with limited space. With an advisory bike lane the stripe shared with the travel lane is dashed, permitting drivers to enter the bike lane if needed and safe while still designating space for bicyclists.

Cost	$ $
Timeline	Medium
Street type	Minor

NEIGHBORHOOD GREENWAY

Neighborhood greenways are very low-volume, low-speed streets where bicyclists can safely share the street surface. Neighborhood greenways feature physical traffic calming and diversion in addition to markings and signage. The facility provides a more pleasant, less stressful alternative to bicycling on busy roads and encourages more people, including children and less experienced riders, to bike. Neighborhood greenways can be implemented with quick-build traffic calming tools and made more permanent over time.

Cost	$ $
Timeline	Short
Street type	Minor

STRIPED BIKE LANE

Striped bike lanes feature a painted lane on the street surface designating space for bicyclists. They are relatively inexpensive to implement since they only require pavement markings and signs, utilizing existing road space without the need for significant infrastructure changes. Striped bike lanes can be adapted to a variety of roadway types and widths, making them a versatile, albeit less protective, option.

Cost	$ $
Timeline	Medium
Street type	Minor

BUFFERED BIKE LANE

Buffered bike lanes are similar to striped bike lanes in that they only require pavement markings but provide extra marked space between cyclists and vehicular traffic. The buffer can increase comfort for cyclists otherwise uncomfortable using a non-buffered striped bike lane.

Cost	$ $ $
Timeline	Medium
Street type	Minor

BIKE FACILITIES TOOLBOX

PROTECTED BIKE LANE

Protected bike lanes can be constructed through cast-in-place concrete curbs or installed with pre-cast concrete curbs. Cast-in-place concrete curbs are typically more durable. However, maintenance can be more challenging because repairing damage may require full removal and replacement. Pre-cast concrete curbs typically take less time to install and can be replaced after damage easily by simply swapping out the individual damaged unit.

Cost	$ $ $
Timeline	Medium
Street type	Minor-Major

PARKING PROTECTED BIKE LANE

Parking-protected bike lanes position a bike lane between the curb and a row of parked cars, using the parked vehicles as a physical barrier to separate bicyclists from moving traffic. This design enhances safety and comfort for bicyclists by creating a dedicated, protected space, reducing the risk of “dooring”.

Cost	$ $
Timeline	Medium
Street type	Minor-Major

SHARED USE PATH

A raised crosswalk maintains the level of the sidewalk through the intersection or mid-block crossing. Raised crosswalks create a safer, slow-speed crossing at intersections or mid-block crossings with low to moderate traffic volumes. Like speed humps and other vertical speed control elements, they reinforce slow speeds and encourage drivers to yield to pedestrians at the crosswalk. Unlike warning lights, vertical speed control elements force drivers to slow or risk damaging their vehicle, resulting in much more effective yielding rates. Raised crosswalks may require reconfiguring current drainage engineering.

Cost	$ $ $
Timeline	Long
Street type	Major

ADDITIONAL BIKEWAYS TOOLBOX

These tools enhance the safety of existing and planned bike facilities and are designed as supplements, not substitutes, for proper bike facilities. They further reduce the stress level of a bikeway and increase driver awareness of cyclists.

TWO STAGE LEFT TURN BOX

Two-stage left turn boxes provide a safer way for bicyclists to make a left-turn on multi-lane signalized streets. In a two- stage turn, a person bicycling crosses into the intersection where they are provided a space to wait and turn their bicycle 90 degrees so that they can then proceed straight when the street they just crossed receives a green light.

Cost	$
Timeline	Short
Street type	All streets

BIKE BOX

A bike box is a designated area between the vehicle stop bar and the crosswalk, marked or painted to give bicyclists a safe space to stop at an intersection. Bike boxes bring visibility to bicyclists at intersections and give bicyclists a jump on the next green light to help prevent collisions with turning vehicles.

Cost	$
Timeline	Short
Street type	All streets

CONFLICT/INTERSECTION MARKINGS

Cost	$
Timeline	Short
Street type	All streets

Conflict markings are highly visible pavement markings used in bicycle facilities at potential points of interaction or conflict between bicyclists and motor vehicles, such as driveways, intersections, or merge zones. Their purpose is to alert all road users to potential crossing or merging situations, improving safety and clarity. They often use bright green paint with diagonal or dashed white striping, making them easily recognizable to both bicyclists and motorists.

2. MID-BLOCK TRAIL CROSSING TOOLBOX

The following tools are designed to improve safety of pedestrians and cyclists crossing intersecting roadways while using recreational trails. They consist of signage, lighting, and physical street elements designed to improve visibility of pedestrians and cyclists and slow vehicles down on approach to crossings.

PEDESTRIAN/BICYCLE WARNING SIGNS & MARKINGS

Cost	$
Timeline	Short
Street type	All streets

Pedestrian warning signs and markings alert drivers when they are approaching pedestrian and bicycle crossings. This is often used in conjunction with off-street trail crossings.

PEDESTRIAN HYBRID BEACON

Cost	$ $ $
Timeline	Medium
Street type	Major

Pedestrian hybrid beacons are overhead, pedestrian-activated signals placed at uncontrolled, marked crosswalks that, when activated, stop vehicle traffic and allow pedestrians and bicyclists to safely cross the road. Pedestrian hybrid beacons are often installed at locations where pedestrians and/or bicyclists need to cross the street and vehicle speeds and/or volumes are high, but conditions do not justify a traffic signal.

RECTANGULAR RAPID FLASHING BEACON

An RRFB is a user-activated warning beacon. People walking or bicycling push a button to activate the beacon before attempting to cross the roadway. The flashing pattern has been shown to induce vehicle yielding at a much higher rate than traditional warning lights. Care should be taken to ensure that the button used to activate the RRFB is easy to reach for a bicyclist (without dismounting the bicycle), children, and for people in wheelchairs. Additionally, the street context should be carefully considered to ensure RRFBs are placed appropriately.

Cost $ $

Timeline Short

Street type Minor-Major

RETROREFLECTIVE SIGNAGE

Signs with retroreflective treatments improve safety because light from vehicle headlights is reflected back at the driver, illuminating the sign. This can improve visibility and legibility of signage at night.

Cost $

Timeline Short

Street type All streets

MID-BLOCK RAISED CROSSING

A raised crossing maintains the level of the sidewalk through the intersection or mid-block crossing. Raised crossings create a safer, slow-speed crossing at intersections or mid-block crossings with low to moderate traffic volumes. Like speed humps and other vertical speed control elements, they reinforce slow speeds and encourage drivers to yield to pedestrians at the crosswalk. Unlike warning lights, vertical speed control elements force drivers to slow or risk damaging their vehicle, resulting in much more effective yielding rates. Raised crossings may require reconfiguring current drainage engineering.

Cost $ $ $

Timeline Medium

Street type Minor

PEDESTRIAN SCALE LIGHTING

Pedestrian scale lighting provides additional lighting where it is insufficient or nonexistent and provides lower mounts to better illuminate the sidewalk. Pedestrian scale lighting can add to the streetscape's aesthetic and provide a sense of place.

Cost $ $

Timeline Medium

Street type All streets

3. NEIGHBORHOOD TRAFFIC CALMING TOOLBOX

These tools are designed to improve the safety of road users on low-traffic neighborhood streets. These traffic calming measures reduce vehicle travel speeds to safe levels through physical design elements that discourage reckless driving. Some measures additionally improve the accessibility, visibility, and safety of pedestrian crossings.

CURB BUMPOUT

Curb bumpouts, or curb extensions, extend the sidewalk and align with the parking lane. Curb bumpouts can also be implemented at mid-block crossings. They reduce crossing distances, slow turning vehicles, and improve pedestrian visibility. In the short-term, curb bumpouts can be installed using paint, bollards, and/or planters. When installed permanently, curb bumpouts require rebuilding the curb and sidewalk.

Cost	$ $
Timeline	Medium
Street type	All

SPEED TABLE

Speed tables are extended versions of speed humps, making them less severe and more conducive on streets that carry larger vehicles. They reduce speed, increasing safety for all users.

Cost	$ $
Timeline	Short
Street type	Minor

CHOKER

Chokers are mid-block curb extensions that work to narrow the street and slow down vehicle speeds. The curb extension can include landscaping and provide a good opportunity for a mid-block crosswalk.

Cost	$ $
Timeline	Medium
Street type	Minor

MINI TRAFFIC CIRCLE

A mini traffic circle, or neighborhood traffic circles, lower vehicle speeds at minor intersections. Mini traffic circles provide ideal opportunities for beautifying the street through landscaping.

Cost	$ $
Timeline	Medium
Street type	All

DIVERTER

A diverter is a barrier that blocks through vehicle movements along a street but allows bicycles and pedestrians to continue traveling through. Diverters are usually built at intersections, requiring vehicles to turn left or right. Diverters help disrupt lengthy vehicle straightaways that can lead to high speeds and volumes on neighborhood streets and allow for low stress walking and bike routes.

Cost	$ $
Timeline	Medium
Street type	Minor

SLOW TURN WEDGES

A slow turn wedge applies paint, plastic barriers, and flexible delineators to create a tighter turn radius.

Cost	$
Timeline	Short
Street type	Minor

RAISED INTERSECTION

Raised intersections raise the entire area of an intersection, including the crossings, to the level of the sidewalk. This encourages drivers to drive with caution and gives pedestrians more visibility. Raised intersections may require reconfiguring current drainage engineering.

Cost	$ $ $ $
Timeline	Medium
Street type	Minor

RAISED CROSSING

Raised crossings maintain the level of the sidewalk through the intersection or mid-block crossing, reinforce slow speeds, and encourage drivers to yield to pedestrians. Raised crossings may require reconfiguring current drainage engineering.

Cost	$ $ $
Timeline	Medium
Street type	Minor

ART/PAVEMENT MATERIALS

Pavement treatments are unique crosswalks that apply a stamped concrete or concrete paver to bring additional attention to a marked crosswalk. Pavement treatments can be applied with different colored paint and/or designs and be paired with other tools, such as raised crosswalks or intersections.

Cost	$
Timeline	Short
Street type	Minor

FLASHING STOP SIGN

A flashing stop sign consists of push-button activated LED lights embedded into stop signs at an intersection. The flashing LED lights can improve visibility of a stop sign, especially at night, which can in turn improve driver yield rate and safety.

Cost	$ $
Timeline	Short
Street type	All

4. MAJOR STREETS TRAFFIC CALMING TOOLBOX

These tools are designed for major streets with high traffic volumes and take care to accommodate the needs of larger vehicles like trucks while still improving pedestrian and cyclist safety. They make crossings safer and more accessible while still accommodating for higher traffic volumes.

HIGH VISIBILITY CROSSWALK

High visibility crosswalks are more visible to drivers than standard parallel crosswalk lines through the use of continental (or “zebra”) crosswalk patterns. In addition to the painted crosswalk, appropriate signage and lighting should be used. At traffic signal or stop sign, a painted stop bar should be painted before the crosswalk. At midblocking crossings or uncontrolled intersections, crosswalk warning signs and advanced warning signs should be used to alert drivers of potential pedestrian activity.

Cost	$
Timeline	Short
Street type	All streets

ADA CURB RAMPS

ADA curb ramps are required by law at crossings to allow people with mobility limitations to safely and comfortably cross. Curb ramps must include detectable warning tiles to indicate to visually impaired pedestrians they are leaving or entering the street. Curb ramps also benefit sidewalk users with strollers and people wheeling objects.

Cost	$
Timeline	Short
Street type	All

SIDEWALK

Sidewalks provide safe and accessible pedestrian circulation throughout the town. Proper sidewalk widths vary depending on the roadway type, usage, location, and land use, among other factors. The Federal Highway Administration recommends at least 5 feet of unobstructed sidewalk width. If there is enough room, a planted buffer between pedestrians and vehicles can enhance safety and comfort.

Cost	$ $
Timeline	Medium
Street type	All

PEDESTRIAN REFUGE ISLAND

Pedestrian refuge islands provide a protected space in the middle of the street to help people walking safely cross the street. On wide streets, refuge islands can make a long crossing distance safer by providing a safe waiting space for people and increase driver attention. Refuge islands can be installed at signalized and non-signalized locations. Per ADA PROWAG standards, pedestrian refuge islands shall be 60 inches minimum, except where a shared use path crosses the island.

Cost	$ $
Timeline	Medium
Street type	Major

RECTANGULAR RAPID FLASHING BEACON

An RRFB is a user-activated warning beacon. People walking or bicycling push a button to activate the beacon before attempting to cross the roadway. The flashing pattern has been shown to induce vehicle yielding at a much higher rate than traditional warning lights. Care should be taken to ensure that the button used to activate the RRFB is easy to reach for a bicyclist (without dismounting the bicycle), children, and for people in wheelchairs. Additionally, the street context should be carefully considered to ensure RRFBs are placed appropriately.

Cost	$ $
Timeline	Short
Street type	Minor-Major

Cost	$ $ $
Timeline	Medium
Street type	Major

PEDESTRIAN HYBRID BEACON

A Pedestrian Hybrid Beacon, or PHB, is an overhead user-activated beacon placed at uncontrolled, marked crosswalks that, when activated, flash a red signal to stop vehicle traffic and allow people walking or bicycling to cross the street. PHBs are appropriate at key locations where people need to cross the street and vehicle speeds and/or volumes are high, but traffic signal warrants are not met.

Cost	$ $
Timeline	Medium
Street type	All

CURB RADIUS REDUCTION

A smaller curb radius requires drivers to slow down before making their turn. A slower turn provides more reaction time to the driver to look for pedestrians and requires a shorter stopping distance. A reduced curb radii can be installed in the short-term using paint and flexible delineators or made permanent through reconstructing the curb.

Cost	$
Timeline	Short
Street type	Major

HARDENED CENTERLINES

Hardened centerlines are low plastic barriers and flexible delineators on top of centerlines at intersections. They discourage left-turning vehicles from crossing over the centerline of the receiving street, forcing a tighter and slower turn.

Cost	$ $
Timeline	Medium
Street type	All

MID-BLOCK CROSSING

Mid-block crossings are often installed in areas with heavy pedestrian traffic to provide more frequent crossing opportunities. They may also be added near major pedestrian destinations, such as schools, where people might otherwise cross at unmarked locations. Additional tools and treatments must be taken into consideration on major streets.

Cost	$
Timeline	Short
Street type	Major

LEADING PEDESTRIAN INTERVAL

Leading Pedestrian Intervals (LPIs) are signals that allow pedestrians to start crossing the street before vehicular traffic in the same direction is given the green light. The walk signal is lit before the vehicle signal which gives the pedestrians a head-start in crossing the street.

Cost	$
Timeline	Short
Street type	Major

PEDESTRIAN COUNTDOWN TIMER

Pedestrian countdown signals indicate how much time pedestrians have to complete crossing a street. This can inform the pedestrian how much time is left and prevent them from being stranded in the middle of traffic when the signal phase ends. Countdown signals inform other road users as well. The MUTCD requires countdown signals to be installed whenever pedestrian signal heads are warranted.

TURN RESTRICTION

Turn restrictions are restrictions that prevent vehicle movements at an intersection, such as restricting a right turn. Turn restrictions can be used to reduce key pedestrian conflicts. Due to restricted movements, an assessment of resulting traffic flow may be necessary.

Cost	$
Timeline	Short
Street type	All

INTERSECTION DAYLIGHTING

Intersection visibility and sight distance, or daylighting, create clear, visible sight lines between people driving and people crossing a street, often by removing barriers near a crosswalk or intersection. Daylighting usually restricts parking within 20-25 feet of crossing to ensure proper pedestrian sightlines and clears the intersection of unnecessary signage. Sight distance at hilly, or crested streets should be carefully considered, with appropriate, thoughtfully placed intersection warning signs.

Cost	$
Timeline	Short
Street type	All

ENHANCED LIGHTING

Enhanced lighting provides additional lighting where it is insufficient or nonexistent. Enhanced lighting should be installed at bus stops and along paths that lead from nearby destinations to the stop.

Cost	$ $
Timeline	Medium
Street type	All

STREET TREES/ LANDSCAPING

Landscaping is the use of trees and vegetation in the public right-of-way to create a more pleasing environment and to provide physical separation from pedestrians and bicyclists from vehicular traffic. Sightlines at intersections should be considered when planting vegetation, particularly trees.

Cost	$ $
Timeline	Short
Street type	All

GATEWAY TREATMENTS

A gateway treatment uses vertical features along or over a street to signal the entrance to a neighborhood or business district. In addition to creating a sense of place, gateway treatments may indicate the change in vehicle speed through the neighborhood or district.

Cost	$ $ $
Timeline	Medium
Street type	All

STREET FURNITURE

Street furniture such as benches, garbage and recycling cans, or bicycle racks, can be located in the furniture zone between the sidewalk and street. They improve walkability by providing comfortable places to sit and rest while adding to the visual interest of the street. They ultimately help create a more welcoming pedestrian environment for people of all ages and abilities.

Cost	$
Timeline	Short
Street type	All

SPEED FEEDBACK SIGN

Speed feedback signs provide drivers feedback about their speed in relation to the posted speed limit. Speed feedback signs can be an effective method for reducing speeds at a specific location and typically most effective for a limited period of time.

Cost	$
Timeline	Short
Street type	All

GRADE SEPARATED CROSSING

Grade separated crossings, such as overpasses or underpasses, give pedestrians and bicyclists a safe way to cross streets with high vehicle speeds and/or volumes.

Cost	$ $ $ $
Timeline	Long
Street type	Major

TRANSIT STOP AMENITIES

Transit shelters are located in the streets' furniture zone and provide a protected place for people to sit and wait for the bus.

Cost	$ $
Timeline	Medium
Street type	Major