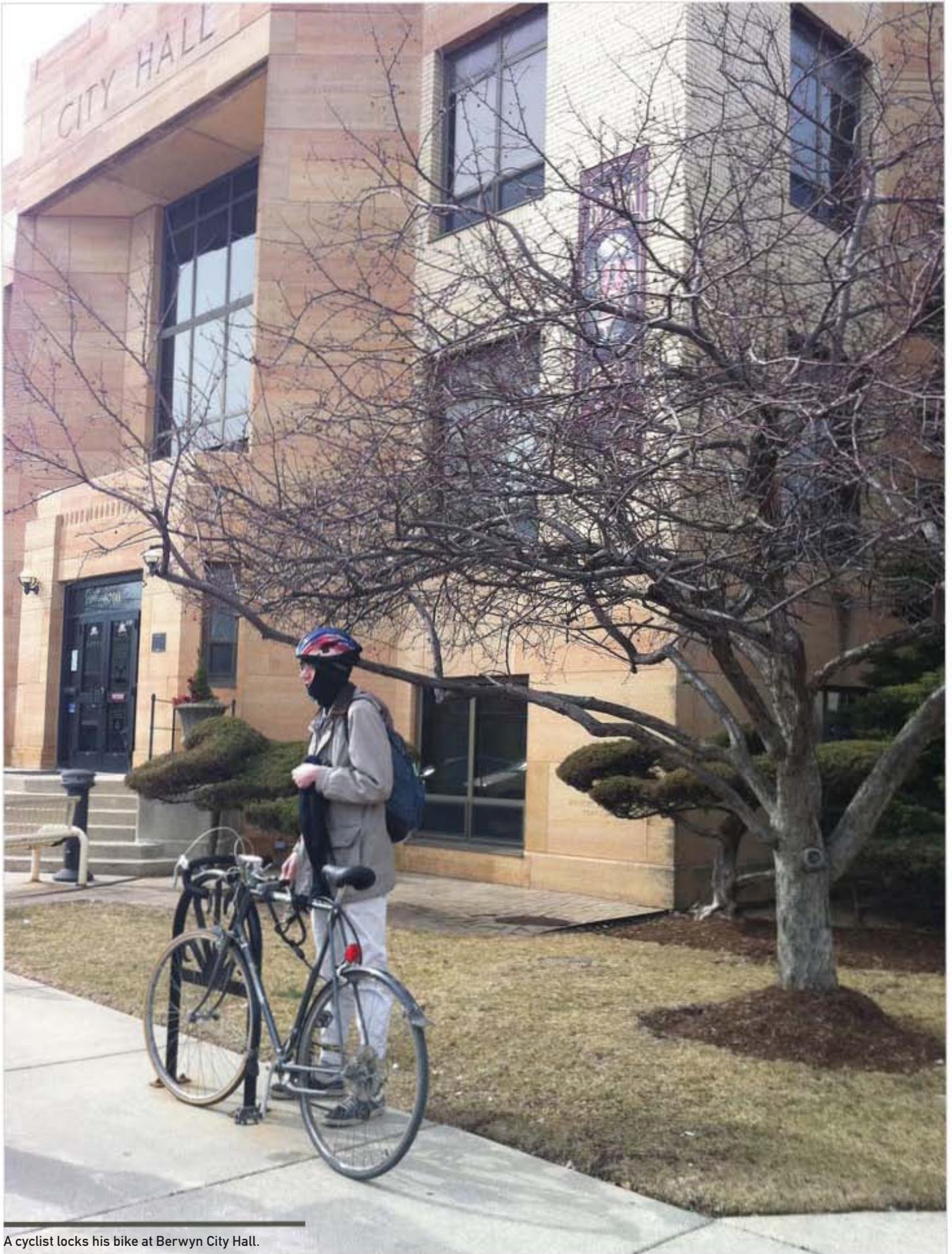


Berwyn
Active Transportation Plan





A cyclist locks his bike at Berwyn City Hall.

Berwyn Active Transportation Plan

Presented by Active Transportation Alliance, October 2011



ACTIVE TRANSPORTATION
ALLIANCE

Acknowledgements

Active Transportation Plan Steering Committee

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

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Nicole Campbell - Berwyn Engineering Department
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Elizabeth Pechous - Berwyn Township
Kurtis Pozsgay - Berwyn Development Corporation
John Usmial - Pav YMCA
Nancy Woods - North Berwyn Park District
Fabiola Zavala - MacNeal Hospital

About the Consultants

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

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

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Executive Summary

Executive Summary

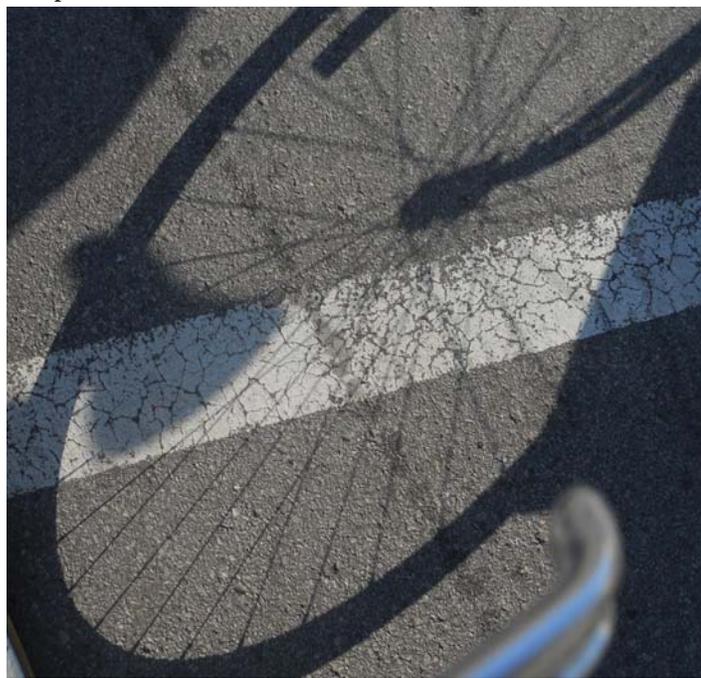
The City of Berwyn partnered with consultants from Active Transportation Alliance to produce this active transportation plan for the community. The plan is composed of improvements to the physical infrastructure, policies, and programs that make it safer and more convenient for people to walk, bike,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

This plan will be used as a guide when planning for transportation improvements

Active Transportation Network—Key Places and Routes

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

- Wayfinding signs, on-street bicycle route markings, and bicycle parking throughout the bicycle network
- Pedestrian improvements at critical intersections along Harlem Avenue, Ogden Avenue, Cermak Road, 16th Street, and 26th Street
- Safer pedestrian and bicycle routes and crossings in the Depot District, around MacNeal Hospital and at the Metra stations
- Safer bicycle and pedestrian access to Berwyn's schools and parks



Policy

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

- **Safe Routes to School:** Work with school districts 98 and 100 to encourage walking and biking to school
- **Complete Streets Policy:** Committing to the accommodation of all road users in all future roadway projects
- **Bicycle Parking Ordinance:** Requiring bicycle parking accommodations in new developments
- **Bike Lane Parking Ordinance:** Prohibiting parking, stopping, standing, or driving in a bike lane
- **Traffic Management Policy:** Creating a mechanism for engaging residents in the study and installation of traffic control measures

Executive Summary (Continued)

Programming

The plan provides guidance on the development of nationally recognized programs for education, encouragement, enforcement, and evaluation. These programs include:

Education

- Community media campaign to educate all roadway users on safe bicycle, pedestrian and automobile interactions
- Age appropriate educational programs

Encouragement

- Community Feature Events highlighting Berwyn's historic character and rich culture
- Business Spotlight Events highlighting Berwyn's many places to eat and shop
- Distribution of bicycle network maps

Enforcement

- Continue training for police officers on bicycle and pedestrian related issues and updates on relevant laws
- Continue holding targeted enforcement events

Implementation

The planning process does not end with the adoption of this plan. It will require years of implementation and the dedication of key stakeholders. The plan includes a comprehensive timeline for implementation. The appendix includes resources for funding and implementing the plan's recommendations. Model policies and data used in developing this plan are also included to facilitate effective implementation.

Introduction

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1.1 A Vision for Livability

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

—Secretary Ray LaHood, US Department of Transportation

The City of Berwyn prides itself on a high quality of life, grounded in safe neighborhoods, excellent schools, independently owned businesses, quiet residential streets, and service-oriented government led by community involvement. Berwyn’s historic bungalow neighborhoods are lined with mature trees, neighborhood oriented shopping, and parks. The City is anchored by a beautiful park system including Proksa Park, Pyrcz Park, Freedom Park, Baseball Alley, swimming pools in every neighborhood, and neighborhood oriented shopping along Cermak Road and at the Depot District. Situated along the Burlington Northern Santa Fe (BNSF) Metra Line, and graced with the presence of numerous historic homes, the City is within a few connections of incorporating LaHood’s livability standard as well.

This plan will help guide The City of Berwyn across that “last mile” to 21st Century livability standards—place-based economic development, active lifestyle options and sensible environmental stewardship—just as much as it guides the community across last mile connections to the Depot District, CTA and Metra train connections, and the Salt Creek Trail.



Berwyn residents discuss how to make their community more livable at a community open house.

1.2 Goals of the Plan

The City of Berwyn Active Transportation Plan provides practical recommendations to support livability in the city. These recommendations will help focus the city's transportation investments on the places that matter to the community.

The plan also communicates the City of Berwyn priorities to regional and state transportation entities including the Illinois Department of Transportation (IDOT), Metra, Pace, and the Cook County Highway Department (CCHD).

The following goals guided the development of this plan.

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

A complete list of goals and priorities can be found in Appendix A: Public Engagement Summary

1.3 Planning Process

Berwyn residents were invited to a public open house on Saturday, April 9th, 2011, at MacNeal Hospital. People gathered to share their local expertise on walking, biking and transit, and propose solutions for improvements. Workshop participants identified the network and laid the foundation for the recommendations in this plan. They have grounded this plan in the places important to them, connected by their preferred routes.

Through an online survey and in person surveying at several community events, residents weighed in on their active transportation needs. Resident participation is appreciated and will be a necessary component in implementing the plan.

A full summary of public engagement activities can be found in Appendix A: Public Engagement Summary



Stakeholders met to discuss bicycle and pedestrian issues in Berwyn

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

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

1.4 Timeframe

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

1.4.1 Near-term priorities

Network:

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

Policy and Programming:

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

1.4.2 Mid-term Priorities

Network:

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

Policy and Programming:

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

1.4.3 Long-term priorities

Network:

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

Policy and Programming:

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

1.4.4 Opportunistic Implementation

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

Active Transportation Network

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2.1 Network Context

2.1 Network Context

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

While the consultants performed the necessary fieldwork, data gathering, and analysis, and stakeholders and city staff guided the work, the foundation for the network and its recommendations was laid by true local biking and walking experts: the residents of Berwyn. Recommendations in this section support the use of walking and biking in Berwyn through infrastructure improvements. These recommendations provide a framework for the City to make active transportation a viable choice for many daily trips.

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

This section provides a full network map for all the recommendations demonstrating how the walking, biking and transit networks in Berwyn fit together to form a complete non-motorized network. The following sections then break down the complete network into its five components:

- 1 Place Connections
- 2 Network Connection Points
- 3 Pedestrian Improvements
- 4 Bicycle Improvements
- 5 Transit Improvements

The following map provides a complete picture of the Berwyn Active Transportation Network.

2.1.1 Network Description

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

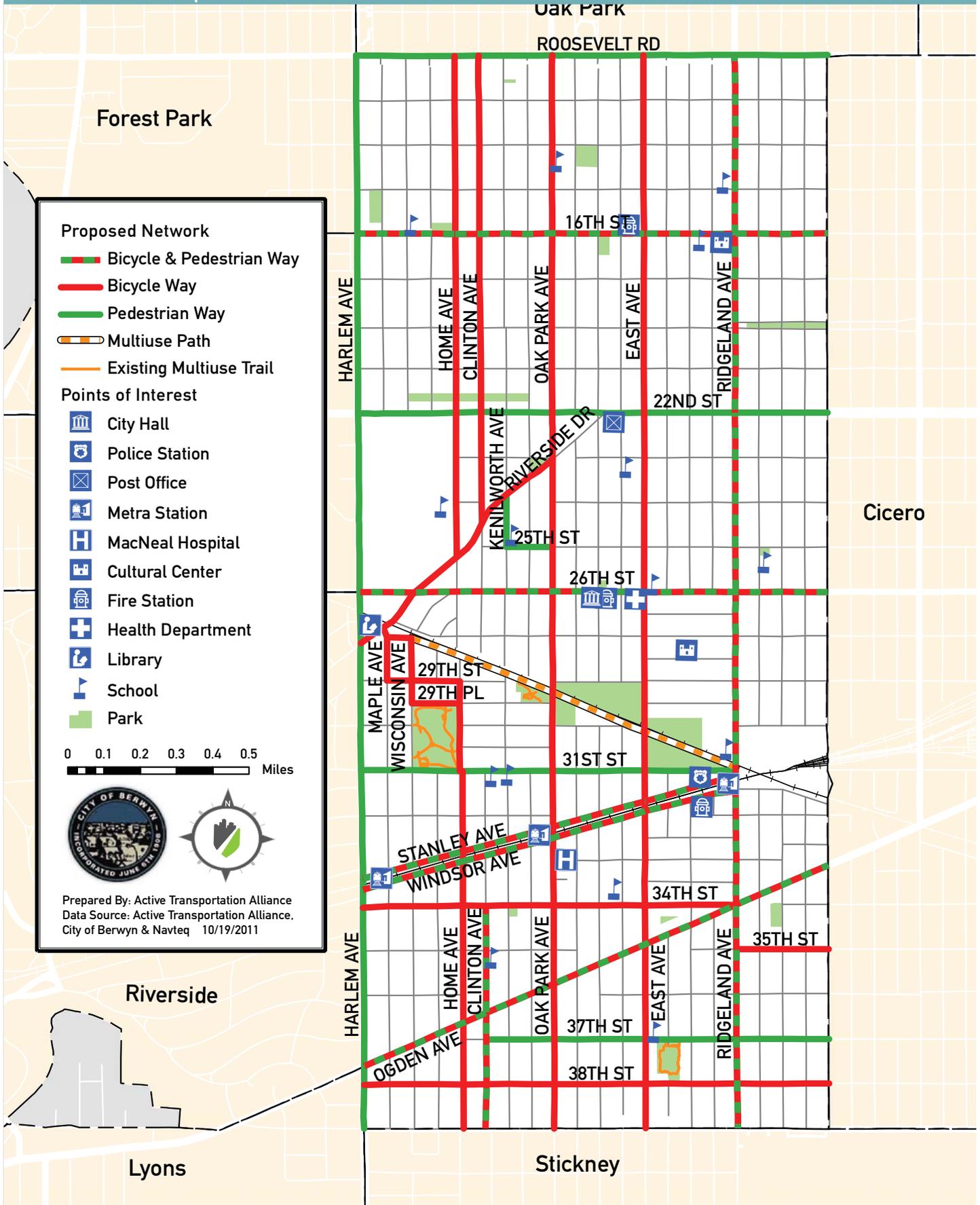
The recommendations are organized by likely timelines for implementation—near-term, mid-term, and long-term. If a timeline is difficult to estimate, often because of the need for stakeholder buy-in or complicated coordination, it is listed as simply a "recommendation." For many places, access is improved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



A complete network helps residents travel from their home to their destination on foot or bike.

2.1 Network Context (Continued)

2.1.2 Full Network Map



2.2 Berwyn Place Connections

First-rate places to eat, learn, shop, and recreate anchor Berwyn's high quality of life. The active transportation network and recommendations will help residents reach their favorite parks, trails, restaurants, shops, friends, schools, and jobs from their doorstep, without a car. Putting places first in the consideration of biking, walking, and transit improvements will help integrate sustainable, efficient, healthy living into community life.

The recommendations are organized by likely timelines for implementation—near-term, mid-term, and long-term. And as listed in the implementation section, some places have distinct transportation needs, which are addressed separately of their associated corridor.

2.2.1 Parks and Recreational Facilities

OBJECTIVE Build safer and more convenient pedestrian and bicycle access to Berwyn's parks and recreational facilities.

DESCRIPTION Berwyn's many neighborhood parks and recreational facilities bring together members of the community to play and socialize with their neighbors. The majority of these facilities are designed for neighborhood use, with little, if any provisions for car parking. In order to facilitate safer, more convenient access to Berwyn's parks and recreational facilities, the following best practices improvements should be made at all facilities.

See map and legend on p.20 for park locations.

GENERAL RECOMMENDATIONS

TARGET *Near-term*

SIGN ROUTES Use directional signage to create awareness of recommended routes to the parks.

STRIPE CROSSWALKS Stripe crosswalks at all entrances to parks for safer pedestrian access.

ADD BIKE PARKING Make bike parking available at each park, recreational facility and ball field. Scatter racks throughout each park with a few at each ball field, playground, and building entrance.

TARGET *Mid-term*

TRAFFIC CALMING DEVICES AT INTERSECTIONS Use bump outs at controlled intersections with stop signs to slow traffic and reduce intersection crossing distance for pedestrians.

INDIVIDUAL PARK RECOMMENDATIONS

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

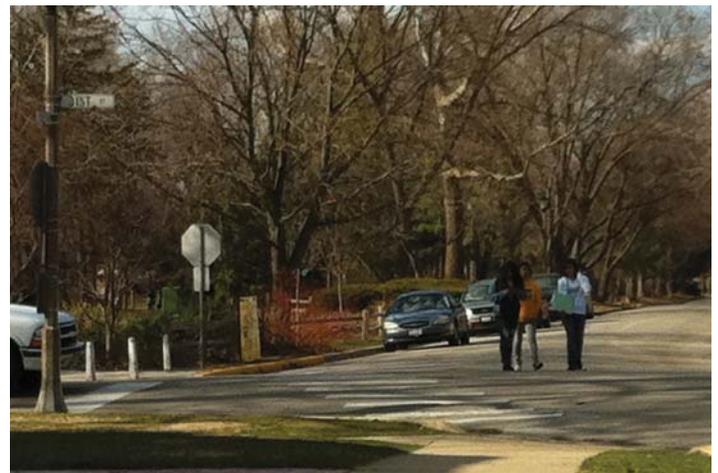
Proksa Park (P13)

TARGET *Near-term*

SIGN CONNECTING ROUTES Sign a bike route along Home Avenue that connects to Proksa Park.

TARGET *Mid-term*

CONNECT TO THE NEIGHBORHOOD Build easier access to the park by adding entrances at each corner that directly connect from the sidewalk to the park's walking path.



Teens at Proksa Park

Freedom Park (P4)

TARGET *Mid-term*

ENHANCE ACCESS FROM THE SOUTH Build an accessible park entrance at the south end of the park. Use signage at 38th Street and Scoville Avenue to increase awareness of the southern entrance to the park. Stripe a crosswalk at 38th Street and Scoville Avenue.

ENHANCE ACCESS ON THE WEST Work with neighbors on the west side of the park to ensure that the alley adjacent to the park provides pedestrian friendly park access.

2.2 Berwyn Place Connections (Continued)

Karban Park, dog park (P9)

TARGET *Mid-term*

ENHANCE PARK ACCESS Work with neighbors and businesses located on the alleys adjacent to the park to provide pedestrian friendly park access.

Berwyn Gardens (P2)

TARGET *Near-term*

DISCOURAGE ADJACENT ALLEYS AS CUT-THROUGHS Work with adjacent neighbors and businesses to discourage cut-through traffic on the adjacent alleys.

TARGET *Mid-term*

INCREASE AWARENESS OF PEDESTRIAN CROSSINGS Enhance crosswalks to create awareness for pedestrians crossing between each block of the park.

ICC railroad tracks corridor including Berwyn Public Library, Baseball Alley (P1), Janura Park (P7), PAV YMCA (P21), Sunshine Park (P18), and Pavek Community Center (P12)

TARGET *Near-term*

COMPLETE THE SIDEWALK NETWORK NEAR THE LIBRARY Complete the sidewalk network along the east side of Riverside Drive across the railroad tracks.

TARGET *Mid-term*

BUILD PEDESTRIAN ACCESS Build pedestrian access from East Avenue to Baseball Alley.

BUILD A PEDESTRIAN CROSSING Stripe a mid-block crosswalk or build a pedestrian refuge between Janura Park and Baseball Alley on East Avenue to facilitate safe crossings between the parks.

BUILD A PEDESTRIAN CROSSING Stripe a crosswalk across East Avenue at 30th Street and 31st Street to facilitate pedestrian access to Pavek Community Center.

TARGET *Long-term*

CONSTRUCT A TRAIL Construct a path or trail paralleling the railroad tracks connecting the Pavek Community Center, YMCA, Sunshine Park, and the Berwyn Public Library.

UPGRADE THE UNDERPASS AT HOME AVENUE Upgrade the underpass at Home Avenue under the ICC railroad tracks to include brighter lights and compliance with ADA requirements.



A woman encounters missing sidewalk just north of the library.

Swimming Pools

TARGET *Near-term*

EXPAND BIKE PARKING Install or expand capacity for bicycle parking at all swimming pools to encourage biking to the pool.

2.2 Berwyn Place Connections (Continued)

2.2.2 Berwyn Schools

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

DESCRIPTION Encouraging students to walk or bike to school builds healthy habits and exercise into their daily routine and decreases traffic congestion around schools. Most children attending School Districts 98 or 100 live less than 1 mile from their school, and often no more than 2 miles from Morton West High School. These short distances make walking or biking an easy choice for students. Improvements around each school and to the recommended school walking routes (see School Travel Plans for specific routes) will help make students and parents feel safer on the way to school.

The planning process for school travel plans in Districts 100 and 98 began in 2011, and implementation can begin immediately upon completion of the plans.

South Berwyn School District 100

TARGET *Near-term*

IMPLEMENT SCHOOL TRAVEL PLAN Implement recommendations in the School District 100 School Travel Plan.

Berwyn North School District 98

TARGET *Near-term*

IMPLEMENT SCHOOL TRAVEL PLAN Implement recommendations in the School District 98 School Travel Plan.

Morton West High School

TARGET *Near-term*

COMPLETE THE SIDEWALK NETWORK Complete the sidewalk network along the perimeter of the school at Riverside Drive and 26th Street.

TARGET *Long-term*

SUPPORT STUDENT ACCESS TO THE HARLEM AVENUE PACE BUS Install mid-block crossings along Harlem Avenue to facilitate student access to the Harlem Avenue Pace bus service.

INCREASE PEDESTRIAN SAFETY Install crosswalks and countdown timers at all signalized intersections between 22nd Street and Riverside Drive.



Parents, administrators, and students attend a school travel plan workshop.

2.2.3 Commercial Corridors

OBJECTIVE Facilitate safe, convenient pedestrian access by foot or bike to Berwyn's shopping corridors.

DESCRIPTION The city's commercial corridors offer residents and visitors numerous shopping, dining and work opportunities. Supporting walkable and bikeable commercial destinations will increase local spending and decrease demand on parking.

Harlem Avenue

TARGET *Near-term*

ADD BUS SHELTERS AND BENCHES Work with Pace to provide benches and shelters at bus stops in shopping areas, Berwyn Public Library, and Morton West High School.

TARGET *Long-term*

UPDATE THE TRAFFIC SIGNAL AT HARLEM AND 22ND Address pedestrian crossing issues at Harlem Avenue and 22nd Street by adding pedestrian signals, striping crosswalks, updating the existing pedestrian islands to current ADA standards, and narrowing the turning radius at the corners.

ALIGN AND CONSOLIDATE DRIVEWAYS Consolidate driveways between 22nd and 26th Streets so all driveways are in line with a traffic signal. Driveway consolidation reduces potential conflict points and encourages pedestrians walking through parking lots to cross at a signal.

BUILD SAFER MID-BLOCK CROSSINGS Use a pedestrian refuge island between 22nd Street and 26th Street to facilitate street crossings and access to Pace bus #307.

WIDEN SIDEWALK TO ACCOMMODATE MORE PEDESTRIANS Include a "buffer zone" with grass and trees to protect pedestrians from speeding cars, and widen the sidewalk south of Windsor Avenue to create a more pedestrian oriented environment.

2.2 Berwyn Place Connections (Continued)



Some examples of infrastructure that will reduce crashes along Harlem Avenue.

Ogden Avenue

TARGET *Long-term*

EVALUATE POTENTIAL FOR A BIKE LANE Evaluate the feasibility of installing a bike lane on Ogden Avenue. Vehicle travel lane width may be narrowed to accommodate the bike lane.

IMPROVE CROSSINGS Stripe crosswalks where missing at signalized intersections, and adjust pedestrian signal timing to allow more time for pedestrians to cross the street.

Cermak Road/22nd Street

TARGET *Near-term*

COMPLETE PEDESTRIAN IMPROVEMENTS Continue to support and implement pedestrian oriented improvements such as wide sidewalks and benches. Consider adjusting signal timing to allow more time for pedestrians to cross the street.

TARGET *Mid-term*

FORMALIZE MID BLOCK CROSSINGS Look for opportunities to formalize a few mid-block crossings using the newly constructed medians. Adding mid-block crossings will discourage random crossing movements and encourage pedestrians to use the designated crossing areas.

PLANT THE MEDIANS Continue to use plantings in the new median area, where appropriate, to calm traffic and encourage pedestrians to cross at formalized intersections and designated mid-block crossings.

RIVERSIDE DRIVE AND CERMAK ROAD INTERSECTION

Identify potential improvements and a funding source for pedestrian safety improvements at this intersection.

26th Street between East Avenue and Oak Park Avenue

TARGET *Near-term*

INSTALL MUST STOP FOR PEDESTRIANS SIGNAGE Install must stop for pedestrians signage in crosswalks at unsignalized intersections.

TARGET *Mid-term*

SHARED LANE MARKING Add shared lane markings for the length of 26th Street.

2.2 Berwyn Place Connections (Continued)

Roosevelt Road

TARGET *Near-term*

COMPLETE PEDESTRIAN IMPROVEMENTS Continue to support and implement pedestrian oriented improvements along this corridor including benches, pedestrian scale lighting, bicycle parking and bus shelters.



Mother and child run across Harlem Avenue south of Cermak Road. The nearby intersection is not pedestrian friendly.



Pedestrians on Cermak Road at Oak Park Avenue. The high visibility crosswalks at this intersection create awareness for pedestrians.



A pedestrian activated HAWK signal alerts drivers when a pedestrian wants to cross the street in La Grange, IL.

2.2.4 Stanley Avenue and Windsor Avenue (Depot District)

OBJECTIVE Facilitate bicycle and pedestrian access to Metra stations and adjacent commercial and employment areas.

DESCRIPTION The Stanley/Windsor Avenue Corridor including the Depot District, the City's three Metra stops and MacNeal Hospital sees a significant amount of foot and vehicular traffic both at rush hour and throughout the day. To support the current bike and pedestrian traffic and encourage additional people to walk or bike to the Metra and near-by shopping, the following recommendations are proposed:

General Recommendations

TARGET *Near-term*

PAIRED ONE-WAY BIKE LANES Use Stanley and Windsor Avenues as a paired one way bike lane or shared lane for bicycles, with an eastbound bike lane or shared lane on Windsor Avenue, and a westbound bike lane on Stanley Avenue.

INSTALL MUST STOP FOR PEDESTRIAN SIGNAGE Install must stop for pedestrians signage along Stanley and Windsor Avenues at unsignalized crosswalks.

TARGET *Mid-term*

ADDITIONAL BIKE PARKING Install additional bike parking at each Metra station to accommodate commuters. Use best practices design including covered bike parking, and a small number of rentable bike lockers.

2.2 Berwyn Place Connections (Continued)

Depot District- TOD Commercial District

TARGET *Near-term*

ADDRESS MID-BLOCK CROSSING ISSUES AT MACNEAL HOSPITAL

Install crosswalk improvements at the mid-block crossing in front of MacNeal Hospital on Oak Park Avenue. Also consider bumpouts, a must stop for pedestrians sign, and a pedestrian activated HAWK signal.

TARGET *Mid-term*

ADDRESS PEDESTRIAN CROSSING ISSUES ON OAK PARK AVENUE Add bump outs at the corners of Oak Park Avenue and Stanley Avenue and Oak Park Avenue and Windsor Avenue to make pedestrians more visible to drivers, decrease pedestrian crossing distance, and narrow the travel lane to slow cars.

INSTALL MUST STOP FOR PEDESTRIAN SIGNAGE Install must stop for pedestrian signs in designated crosswalk areas.

Harlem Avenue Metra Station Area

TARGET *Long-term*

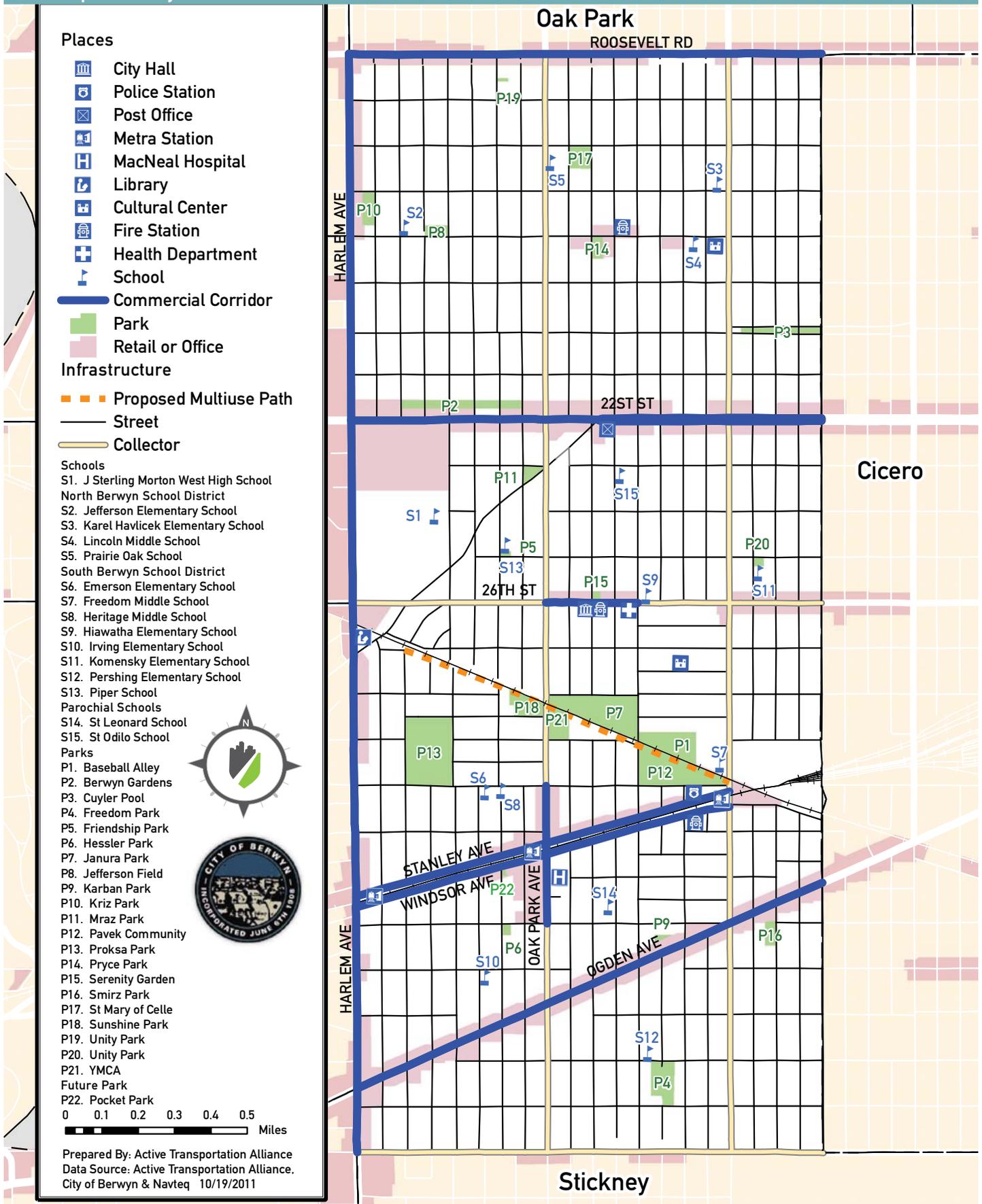
UPDATE THE TRAFFIC SIGNAL ON HARLEM AVENUE Install pedestrian signal heads and crosswalks at Harlem Avenue to facilitate pedestrian access to the Metra station.

LaVergne Metra Station Area

Continue to provide safe, well maintained pedestrian access to this neighborhood oriented Metra station.

2.2 Berwyn Place Connections (Continued)

2.2.11 Map of Berwyn Places



2.3 Active Intersections

2.3.1 Crossing Improvements

OBJECTIVE Upgrade the active transportation network with best practice traffic control devices including countdown timers, high visibility crosswalks, and bi-directional curb cuts. Pedestrian refuges should be added, where appropriate.

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

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

General recommended improvements:

MUST STOP FOR PEDESTRIAN SIGNS Install must stop for pedestrians signs at signalized intersections with crosswalks. These signs remind drivers that in Illinois, by law, cars are required to stop for pedestrians in crosswalks.

CROSSWALKS Install or restripe visible crosswalks to increase pedestrian visibility and driver awareness of pedestrian crossings. All crosswalks in high-use areas such as school zones should be upgraded to high visibility crosswalks per the 2009 Manual on Uniform Traffic Control Devices (MUTCD), or installed where warranted. These crosswalk styles are significantly more visible to drivers than the traditional parallel line crosswalks.

COUNTDOWN PEDESTRIAN SIGNALS Install countdown pedestrian signals to inform pedestrians about remaining time to cross the street. All signalized crossings should be upgraded with countdown pedestrian signals. These signals show pedestrians how much time they have to cross the street and prevent pedestrians from running across the street when there is not enough time. Timing on pedestrian signals should be adjusted to reflect the current MUTCD recommended walking speed of 3.5 feet per second.

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

PEDESTRIAN ISLANDS AND REFUGES Install pedestrian islands and refuges at key mid-block crossings. A refuge decreases the crossing distance by allowing bikes and pedestrians to travel across only one lane of traffic at a time when trying to cross the street.

BUMP OUTS Install bump outs to decrease crossing distance and increase pedestrian visibility. Bump outs also narrow the travel lane to slow cars and increase pedestrian safety at intersections.



Ladder-style crosswalks, curb cuts (red), and bump outs help to create safer crossings for pedestrians.



Countdown pedestrian signals convey the actual time someone has to safely make it through the intersection.



Must stop for pedestrians signs remind drivers about the state law requiring them to stop for pedestrians in crosswalks.

2.3 Active Intersections (Continued)

2.3.2 Network Connection Points

OBJECTIVE: Define key intersections as gateways to Berwyn or as central hubs of activity to help users connect between modes of transportation (such as from bicycling to transit), and guide this plan's implementation.

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

Gateways:

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

Gateway treatments include:

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



This is a gateway feature placed at the Village of Frankfort Historic District.

Hubs:

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

Hub treatments include:

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



These are good features to include at hubs: covered bike parking and curb bulb-outs.

2.4 Pedestrian Improvements

2.4.1 Pedestrian Ways

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

Residential Neighborhoods

TARGET: *Near-term*

OBJECTIVE Improve sidewalk connectivity, by completing sidewalk gaps and encouraging maintenance of existing sidewalk in residential neighborhoods.

DESCRIPTION Berwyn has many low-traffic, low-speed residential streets where people feel comfortable walking. These streets don't require changes, but could be enhanced by working with residents to maintain and replace broken sidewalk through the city-sponsored cost sharing program, enhancing bus stops, and completing gaps in the neighborhood sidewalk network.

Pedestrian Oriented Corridors

TARGET: *Mid-term*

OBJECTIVE Encourage and support pedestrian activity in commercial areas with higher volumes of foot traffic.

DESCRIPTION Using the new pedestrian oriented upgrades to Roosevelt Road and 22nd Street as a model, continue to support high volumes of pedestrian traffic along commercial corridors by installing wider sidewalks, street trees, benches, short term bike parking, and pedestrian scale lighting.

With current street configuration, there is limited space for on-street bicycle facilities on most of these roads. However, bicycle facilities should be considered in a redesign of the street.

Primary School Walking Routes

TARGET: *Mid-term*

OBJECTIVE Support walking and biking to schools by prioritizing crossing improvements on these corridors.

DESCRIPTION Children walking to and from school are a sizeable portion of morning and afternoon pedestrian traffic. Through the school travel planning process (see section 3.2.1) recommended school walking routes were identified. Intersections along these routes should be prioritized for pedestrian signal upgrades, crosswalk striping, bumpouts, and sidewalk maintenance and connectivity.

2.4.2 Pedestrian Amenities

OBJECTIVE Install pedestrian furnishings and features to create a more welcoming and safer pedestrian environment in Berwyn.

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

The Berwyn Commercial Area Development and Design Guidelines contain more specific recommendations about urban design and pedestrian infrastructure.

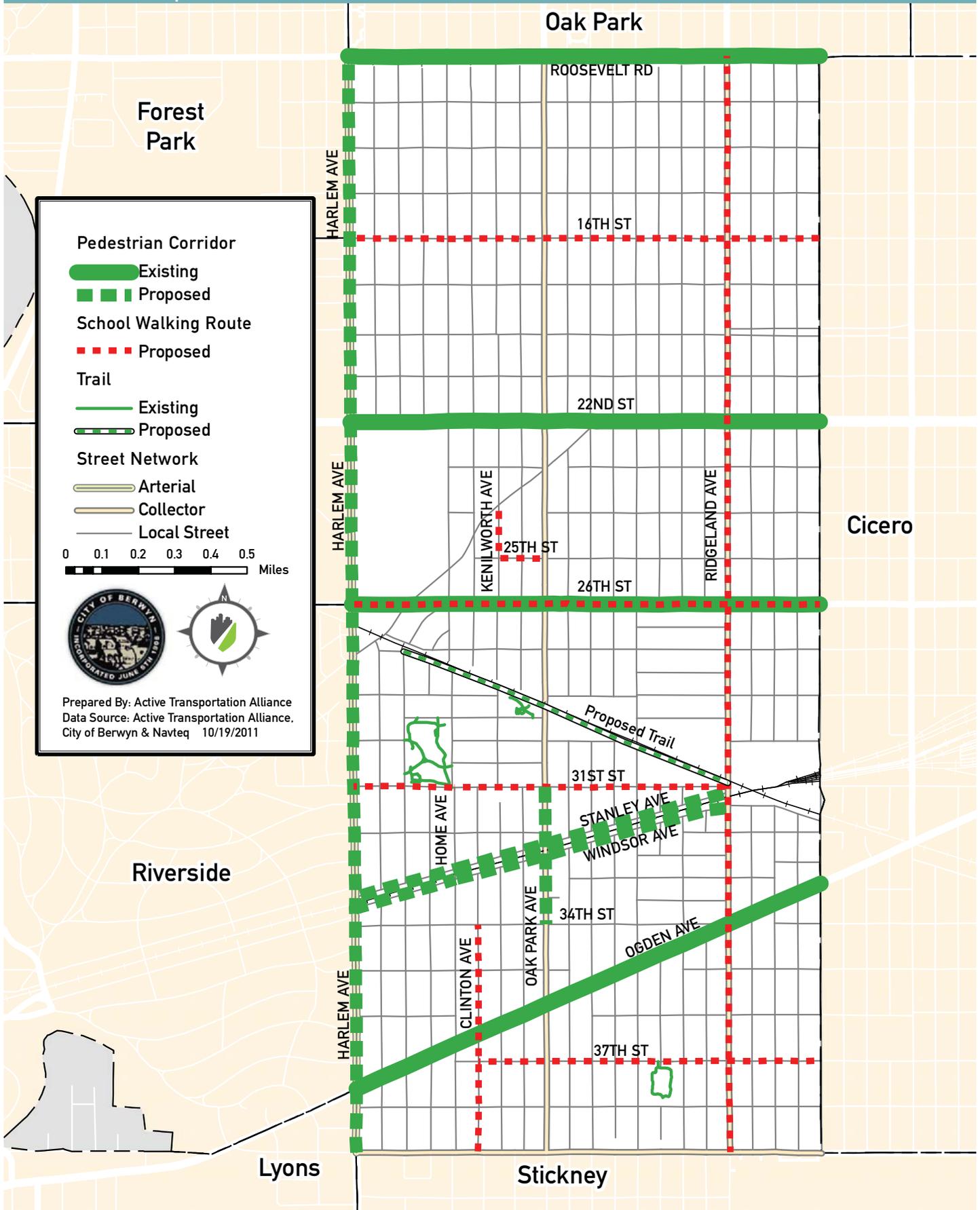
Pedestrian oriented corridors should be prioritized for these types of improvements.



This is an example of pedestrian amenities on Cermak Road in Berwyn.

2.4 Pedestrian Improvements

2.4.3 Pedestrian Map



2.5 Bicycle Improvements

2.5.1 Bicycle Ways

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

Bike Routes

OBJECTIVE Create a near-term bike network for Berwyn by signing routes identified by local cyclists as being comfortable and providing good connections to local destinations.

DESCRIPTION Many Berwyn streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes include low-traffic residential streets with good connectivity and signalized crossings at arterial streets. Many residents and most visitors are unaware of the city's bike-friendly routes. Signing the network early on provides immediate value and encouragement to cyclists while raising all users' awareness and acceptance of cycling within the city. The bikeway signs also do double duty, appreciated by drivers and pedestrians looking for specific destinations within the city.

To facilitate increased use of the network by bicyclists, the City may consider using pavement markings and bikeway signage. The City may also consider additional strategies and improvements that further prioritize bicycles along the route such as bumpouts and chicanes. These and other traffic management tools can be used in combination to slow automobile traffic, making residential roads safer for cyclists.



Bike route destination signage helps guide cyclists and others to popular destinations.

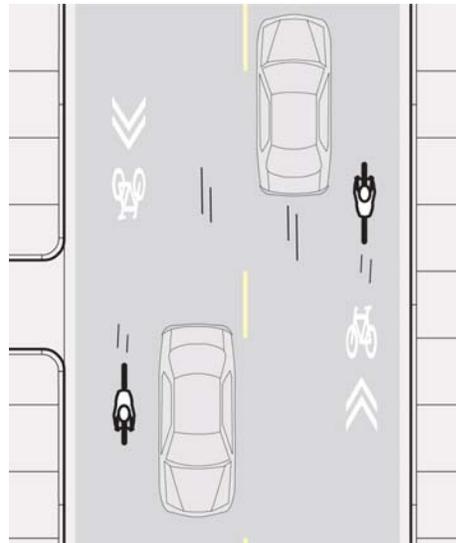
Shared Lane Markings

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

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



This is an example of a bike lane that maintains a parking lane.



The diagram shows typical travel flow on a 2-way street with shared lane markings.

Bike Lanes

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

DESCRIPTION Bike lanes offer the highest level of comfort for drivers and cyclists on streets with heavy traffic. On high-traffic streets with sufficient width, establish 5' travel lanes exclusive for bicyclists' use.

Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists, and help bicyclists and drivers behave predictably when sharing road space. Bike lanes have also been found to lower motor vehicle speeds, which results in fewer crashes and lower crash severity for all users. Bicycle lanes require regular sweeping to clear road debris, which can be included with regular street sweeping.

2.5 Bicycle Improvements (Continued)

2.5.2 Bicycle Amenities

Install the following “best practice” bicycle amenities to create a more welcoming and safe bicycling environment. This is a list of low-cost improvements that should be made in the near term to encourage cycling, improve safety, and reduce crossing hazards.

Bicycle Network Signs

OBJECTIVE Sign the Berwyn bicycle network using signs that display destination, direction, and distance. The network should also include signs reminding drivers to share the road with cyclists.

DESCRIPTION Most streets in Berwyn’s active transportation network, with the exception of Harlem Avenue, are bikeable by cyclists with a moderate level of traffic tolerance. The 2009 MUTCD includes specifications for wayfinding signs. In the near term, the city should use the Bike Network map to guide which streets and major destinations to sign, focusing on existing routes that local cyclists identified as most comfortable for cycling. Sign the longer-term portions of the active transportation network as it develops.



Wayfinding signage such as this show upcoming destinations and distance to destinations.

Bicycle Parking

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

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

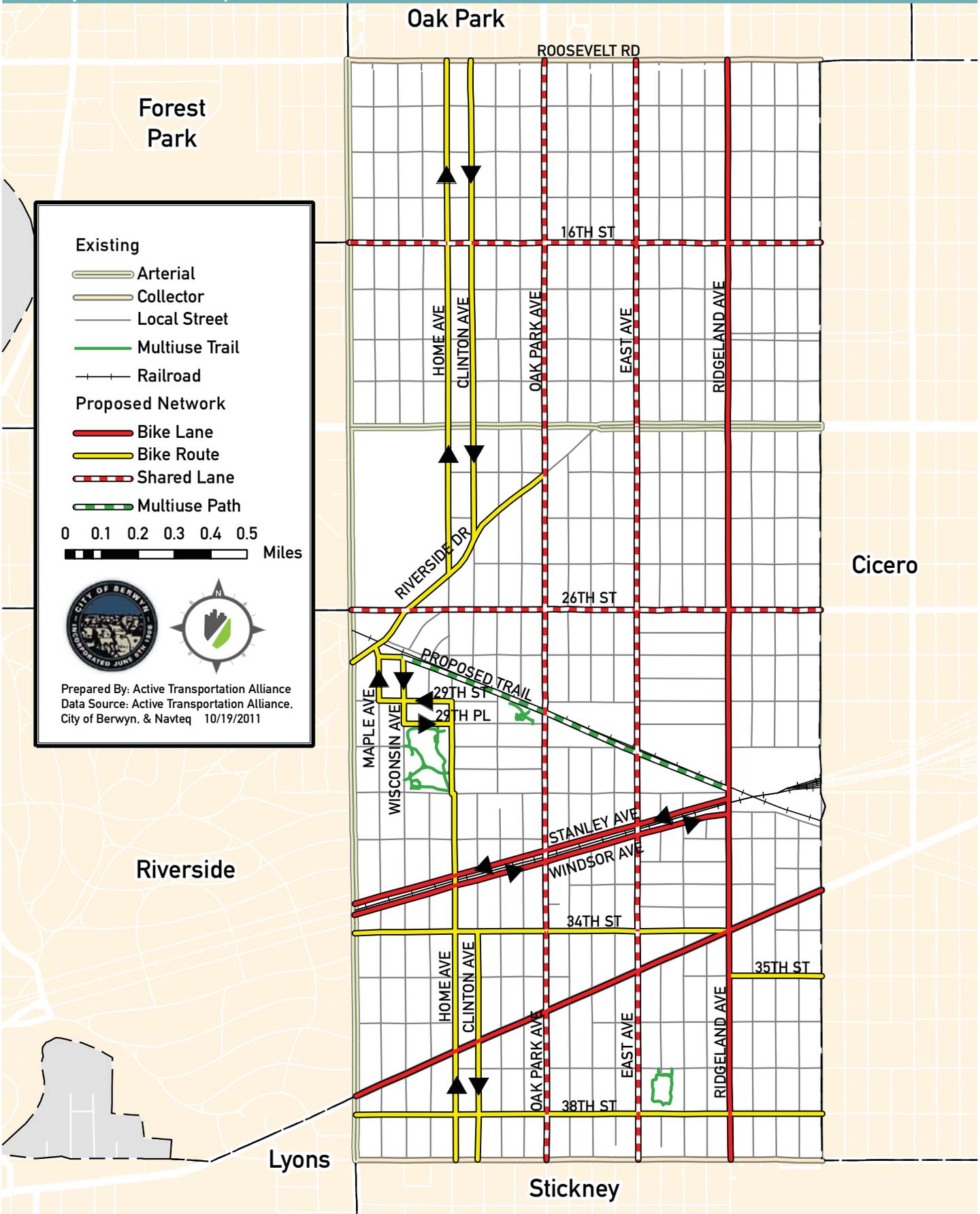
Bike parking installation should focus on the pedestrian corridors identified in this plan, and at “hub” intersections (see Pedestrian Network Map in section 2.4). Placing bike parking in pedestrian areas encourages people to visit these areas on bike. By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.



Example of a bike rack installed at a store.

2.5 Bicycle Improvements (Continued)

2.5.3 Bicycle Network Map



2.6 Transit Improvements

Connections to transit are one of the functions of the Berwyn active transportation network. Transit service helps residents choose active transportation for many of their longer daily trips.

OBJECTIVE Improve transit service in Berwyn in order to offer longer range trips that start or end with walking or biking.

DESCRIPTION People are generally willing to walk or bike up to 10 minutes to a dependable and direct transit access point. This is roughly a one-half mile walk or a two mile bike ride. Locating and planning for transit connections in the local network can help coordinate the local system with regional transit service.

Existing routes and underserved areas are identified on the Transit Network Map in section 2.6.1.

Recommendations

The current Berwyn transit network is designed to connect residents to the Berwyn Metra stations and CTA train stations in neighboring communities. There is a north-south bus route spaced approximately every ½ mile, and an east-west route approximately every mile. Berwyn's transit network is lacking east-west service on 16th Street, 26th Street, Ogden Avenue and 39th Street/Pershing Road.

EAST-WEST BUS ROUTES Expand existing bus service by increasing route frequency and providing more east-west connectivity. Explore opportunities for bus service along Ogden Avenue, 16th Street, 26th Street, and Pershing Road/39th Street.

ACTIVE TRANSPORTATION/TRANSIT CONNECTIONS

Integrate the active transportation network with current Pace and CTA routes by:

- Improving stop visibility,
- Posting route maps and timetables at stops,
- Providing enhanced amenities such as paved waiting areas at all stops and covered shelters at priority stops,
- Participating in Pace and CTA route planning to increase frequency of service,
- Educating residents on the potential trips that can be made using the available service by posting timetables and route maps at each bus stop.



Example of a quality bus stop in Berwyn with shelter, bench, and wide sidewalk. Adding a timetable, route map and information about how to put bikes on buses will increase awareness for potential transit trips.

Policy and Programming

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3.1 Municipal Policy Recommendations



Complete Streets are designed to accommodate all users of the roadway

3.1.1 Complete Streets Policy

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

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

Both the State of Illinois and Cook County have Complete Streets policies. It is recommended that the Berwyn Department of Public Works develop the policy based on national best practices, and that the City Council formally adopts the policy.

See Appendix E for model ordinances and resources for all policy recommendations.

3.1.2 Establish pedestrian right-of-way on sidewalks

The City of Berwyn prioritizes sidewalks as safe spaces for pedestrian travel. In order to create a safer environment for walking, the City Council should adopt chapter 5/11-1008 of the Illinois Vehicle Code, Right-of-way on sidewalks into Berwyn's Code of Ordinances. This statute establishes pedestrian right of way in situations where motor vehicles cross sidewalks, for instance at driveways and alleys. This would be an appropriate addition to the other pedestrian-related State statutes adopted within the local Code.

See Appendix E for language of the statute.



Sidewalks are spaces for pedestrian travel. Establishing and publicizing their right of way will promote safety at conflict points

3.1 Municipal Policy Recommendations (Continued)

3.1.3 Establish a Bike Lane Parking Ordinance

As the local active transportation network is developed, bikeways will be installed on local streets (see section 2.5.1 for a description of on-street bikeways). In order for these facilities to be safe for bicyclists, they must be kept clear of motor vehicles. The City of Berwyn should consider the establishment and enforcement of meaningful penalties for motorists driving or parking in bike lanes, or blocking marked shared lanes with their vehicles.

See Appendix E for sample bicycle parking ordinance language.

3.1.4 Adopt a Bicycle Parking Ordinance

Bicycle parking is an essential amenity for any active transportation network. It's difficult for residents to use bikeways to reach local businesses unless they can lock their bikes securely at their destinations. To promote the use of the network and to boost local commerce, the City of Berwyn should consider adopting a zoning ordinance to require bike parking at key commercial, residential, and industrial sites.

Minimum bike parking capacity standards can be correlated to existing motor-vehicle parking accommodations mandated in Chapter 1276 of Berwyn's Code of Ordinances.

See Appendix E for sample ordinance language.



Bicycle parking makes it easier for residents to access local businesses and services by bike.

See Appendix E for model ordinances and resources for all policy recommendations.

3.1.5 Adopt an official traffic management policy

Traffic management infrastructure can be a simple way to address concerns about traffic volumes and vehicle speeds on local streets. The decision to install features should be made in partnership between the City of Berwyn and local residents. To facilitate this discussion, the Berwyn Department of Public Works should continue its efforts to adopt a neighborhood traffic management policy, focusing on both public involvement and the study of existing traffic conditions.



Pedestrian crossing signage is one example of how to encourage slower driving and raise awareness of the presence of pedestrians.

3.2 School Policy Recommendations

This section lays out school policy recommendations that will help the City of Berwyn work with School District 98 and School District 100 to create active transportation options for children. Collaboration between the school districts and the City began in 2011 with the writing of school travel plans for each district.

3.2.1 Safe Routes to School

Safe Routes to School (SRTS) is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement and engineering projects aimed at making the trip to school safe, fun and convenient for students in elementary and middle school. Safe Routes to School requires no local match from communities.

The City of Berwyn, School District 98 and School District 100 should organize a Safe Routes to School Committee tasked with developing a Safe Routes to School Travel Plan, a pre-requisite for a federal Safe Routes to School grant. More than 55% of parents surveyed at the elementary schools identified safety of intersections and crossings as a primary deterrent to allowing children to walk and bike to school. The SRTS Committee should establish preferred walking routes for each school in the City of Berwyn. Crossings with low ADT and intersections staffed by crossing guards should be prioritized. Crosswalks, school crossing signs and must stop for pedestrian signs along the preferred walking routes should be priority projects included in the School Travel Plan. The plan should also include recommendations for community-wide education initiatives and events that encourage increased walking and biking to school, such as expanding International Walk to School Day Celebrations to become weekly or monthly initiatives.



Children participating in International Walk to School Day.

3.3 Program Recommendations

3.3.1 Education

Education is a powerful tool for promoting healthy and safe behaviors. Users of an active transportation network need to be aware of how to protect themselves and others. As more people walk and bike for transportation and health, education should come in a variety of forms to reach all network users. Youth, teens, and adults alike benefit from education programs focusing on pedestrian and bicycle safety and the rules of the road. The following recommendations are meant to reach all community members and include messages tailored to each specific audience.

It is important for motorists, bicyclists, and pedestrians to understand the rules of the road. However, many members of the community are unaware of the rights and responsibilities of non-motorized users. A variety of educational opportunities are necessary to promote safer interactions among all road users.

See Appendix F for programming resources.

Community Media Campaign

A community media campaign could be designed to educate residents about bicycle and pedestrian issues. Topics identified as important community issues include:

- Awareness for new laws such as the “must stop for pedestrians” law and the cell phone ban in school zones
- Recommended school walking routes
- Recommended biking routes
- Awareness around school zone speeding

Strategies for distributing information include, but are not limited to:

- Use local media outlets including the city website, the Berwyn Development Corporation Facebook page, and the Berwyn Life, to broadcast videos and publish articles on bike and pedestrian safety.
- Arrange for bicycle and pedestrian information to be reprinted and/or distributed by partner agencies, utility companies and the private sector.
- Partner with Dan’s Bike Shop and Art’s Cycling and Fitness to distribute publications.
- Work with local doctors, MacNeal Hospital and the Berwyn Health Department to distribute information on the health benefits of cycling and walking.

Bicycle/Pedestrian Ambassadors Program

Bicycle/pedestrian ambassadors are safety specialists who educate the public through direct outreach, presentations, and distribution of city-approved educational materials. Berwyn may elect to establish a bicycle/pedestrian ambassador program to promote walking and bicycling safety at community events, schools, day camps, and after-school programs.

Berwyn educational institutions can also partner with bicycle and pedestrian education instructors, such as League of Illinois Bicyclists or Active Transportation Alliance to provide these services or to recruit and train young teens or adults as bicycle ambassadors.

3.3 Program Recommendations (Continued)

Youth Bicycle and Pedestrian Education

Youth walking and bicycling safety education will provide a basis for a lifetime of active transportation habits, and will help address parents' concerns about safety. Beginning in elementary school, students should receive age-appropriate education on safe walking and biking habits. Over the last few years, Berwyn has held a Bicycle Rodeo as part of National Night Out. Over 2,000 bicycle helmets have been distributed since the first event in 2004.

The City of Berwyn can expand upon these efforts by partnering with schools and extra-curricular programs. The Berwyn Police Department, Berwyn Park District and North Berwyn Park District staff, Active Transportation Alliance, or League of Illinois Bicycle Ambassadors can assist with training. Strategies include:

- *Youth Active Transportation Education*
Beginning in elementary school, teach bicycle and pedestrian safety skills to all students. Lessons should be age-appropriate and build on children's cognitive development and motor skills.
- *Youth Bike "Licenses"*
Establish a safe cycling course for students as a prerequisite for the privilege of biking to school. Include basic cycling skills, how to perform a bicycle safety check, helmet fit, and appropriate traffic skills such as crossing roads and staying safe near driveways.
- *Teacher Training*
Encourage and equip teachers to integrate bicycle and pedestrian safety lessons and mobility education into existing subjects, such as math, language arts, physical education, and social studies. Free lesson books and teacher trainings are available through the Active Transportation Alliance.
- *Teen Bicycle and Pedestrian Education*
High School students are encouraged to complete volunteer hours before graduation. They could be offered volunteer hours for working with youth to promote biking and walking. These older students can lead elementary school walking or biking groups and assist with youth bicycle education.

Teen Bicycle and Pedestrian Education

Once students reach middle school, the educational focus may shift from safety and skills to independence, physical activity, and making appropriate transportation choices. Contests and student-led initiatives can help inspire creative approaches to walking and cycling. Strategies include:

- *Transportation Choices Education*
Adopt a curriculum module for teens and pre-teens about transportation choices, including how to safely navigate the bicycle network and access public transportation. Teaching kids about mobility options will boost awareness and likely increase their use of active transportation.
- *Driver Education*
Include a module on how to safely share the road with cyclists and pedestrians in current driver education programs. Educating new motorists on the traffic rights and responsibilities of cyclists and pedestrians will create a safer environment for everyone. Information about other modes of travel could also be included in driver education.
- *High School Extra-Curricular Activities: District 201*
Explore opportunities to partner with School District 201 to include bicycle and pedestrian safety information in the school newspaper or via the J. Sterling Morton High School cable program "201 Today".



Over 2,000 bicycle helmets have been distributed at Berwyn's National Night Out since 2004.

3.3 Program Recommendations (Continued)

3.3.2 Community Encouragement

Community Events and Programs

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

COMMUNITY FEATURE EVENTS

- *Open Streets* – Arrange for special events where local streets are closed to vehicles and open for walking, bicycling, and informal play. Berwyn can hold an open streets event to complement the Historic Route 66 Car Show, Cruise Nite, the Depot District Oktoberfest, or in partnership with the Village of Cicero for the Houby Day Parade.
- *Historic House Tours by Bike* - Partner with the Berwyn Historical Society to encourage people to walk or bike the tour route for the “Historic Berwyn’s Bungalow Tour – Bungalows and More”.
- *Walking/Running/Biking Events*– Organize a large-scale community sports event to raise funds for educating children on walking and biking.

SOCIAL ACTIVITIES AND EVENTS

- *Encourage walking and biking to community events:* The City of Berwyn already holds many great community events each year. To encourage use of walking and biking for everyday activities, the city could reward people that walk or bike to events by offering discounted admission, bike valet (a special tent or other area to park bikes), or a small prize.
- *Informal events* held on a regular basis create a relaxed atmosphere for physical activity. An example might be a neighborhood ride, or an evening ride as a field trip from a class held at a community organization. Small events that target specific age groups and interests could be coordinated through the Berwyn Development Corporation, the Park Districts, the Pav YMCA, or other community organizations.
- *Walking and biking groups* that meet on a regular basis can be organized to help people enjoy the active transportation network while engaging in group physical activity. These groups can target specific populations such as seniors and families.

LOCAL BUSINESS SPOTLIGHT EVENTS

- *Shop by Foot & Bike* – Encourage residents to walk or bike when making short errands to local shops. Partner with local businesses to provide discounts and promotions for encouragement. For example, “Buy Berwyn by Bike and Foot” could become a summer initiative of the Berwyn Development Corporation’s “Buy Berwyn” Campaign.
- *Bike and Dine Events* – Feature local restaurants with a progressive dinner by traveling between restaurants on bike.
- *Car Free Days* – Designate and publicize one day each year for special programming that encourages residents to leave their cars at home. For example, Berwyn could participate in National Bike to Work Week where local businesses encourage and reward biking to work.



Historic Route 66 Car Show, 2010, an opportunity for residents to experience Ogden Avenue without cars driving by.

3.3 Program Recommendations (Continued)

Community Encouragement—Information Access

Knowledge about when and where to bike and walk safely supports increased use of active transportation. Some examples for how to get the word out about Berwyn's active transportation network include:

- *Active Transportation Network Map* – A user-friendly active transportation network map would encourage use of the improved pedestrian and bicycle network and patronage of the key places identified in this plan. Berwyn should work with local volunteers or a contractor to produce and distribute a free active transportation network map that includes safe cycling and walking routes to key places and safety tips.
- *Transit Information* – Berwyn can increase use of public transit by distributing transit service information. The City can partner with the transit providers to display timetables for buses, as well as promote the Regional Transportation Authority's existing transit mapping service (www.goroo.com).
- *School Route Maps* – In support of school travel plans, the City of Berwyn should partner with School Districts 98 and 100 to produce preferred walking and biking route maps, as well as child-friendly safety tips. The City and School Districts can further promote walking and biking to school by hosting events such as International Walk to School Day, that encourage the use of active transportation.

3.3 Program Recommendations (Continued)

3.3.3 Enforcement

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

Training for Police

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

Officers could receive practical training focused on:

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

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

These laws include:

- Must stop for pedestrians in crosswalks
- Handheld device ban in school zones
- School zone fines
- No parking in bus stops

Bicycle Patrol Officer

A bicycle patrol officer may be assigned to encourage and reward good bicycling behaviors, and to serve as an educational liaison to schools and other community groups.

Targeted Enforcement Efforts

No police department can aggressively enforce all laws in all locations at all times. Berwyn can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Stings focused on reckless behavior by motorists have proven particularly successful in other communities. Berwyn should target its enforcement efforts in identified crash locations and where residents have reported hazardous crossings. Enforcement efforts should be reviewed on an annual basis to ensure appropriate allocation of police resources.



Bicycle Patrol Officer at National Night Out

Implementation

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4.1 Evaluation and Oversight

This plan provides a comprehensive set of network, policy, and programming ideas. The effective implementation of this plan will require leadership by Berwyn staff and residents. It will also require cooperation with community organizations, neighboring municipalities, Cook County, and the Illinois Department of Transportation.

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

4.1.1 Complete Streets Committee

The committee, established in Berwyn's Complete Streets Ordinance, will include the City Administrator, Public Works Director, and City Traffic Engineer. They will monitor implementation of the plan, review all new roadway projects and other Complete Streets improvements, and monitor implementation and impact. The Committee will also review, and update, as necessary, relevant plans, manuals, rules, regulations, programs to reflect the most current Complete Streets principals. The committee will use this plan, Bicycle Level of Service, and Pedestrian Level of Service to guide implementation.

4.1.2 Bicycle and Pedestrian Community Group

The heart and soul of this plan came from local residents who participated in public engagement events hosted by the steering committee. The goals and visions of these residents are expressed through the recommendations in this plan. Berwyn can continue to benefit from the wisdom of these advocates by supporting a resident lead community group. Responsibilities of this group could include promoting events celebrating active transportation in Berwyn, and providing educational opportunities for active transportation.

4.1.3 Indicators and Evaluation Tools

The overall success of this plan will be judged by how the City implements the recommendations and the impact they have on the safety and operations for all users in the community. The City may establish a set of performance indicators to quantitatively judge the effectiveness of the plan. As this plan is implemented, reviewing the following performance measures and setting goals for the future will help measure the success and effectiveness of this plan. These indicators should be reviewed annually by the Complete Streets Committee. Should these indicators show that the objectives are not being met, (e.g. bicycle/pedestrian crash rates go up instead of down), initiatives and programs in future years should focus on addressing the specific indicators.

Mode Share

The City should have the goal of increasing the number of trips taken by walking and biking.

Vehicle Crash Rates

The City should work with IDOT to monitor vehicular crashes on an annual basis with the goal of reducing vehicular crashes.

Pedestrian and Bicycle Crash Rates

As stressed throughout the study, individuals are less likely to walk or bike if they don't feel safe. The City should work with IDOT to monitor pedestrian and bicycle crashes on an annual basis with the goal of reducing both types of crashes.

Maintain Existing Parking Demand

The City should continue to encourage use of transit and commuting by foot and bike. The goal should be to maintain the existing parking demand, even as the City's population, retail, and job opportunities grow.

Many free and low-cost data sets are available to assist with evaluation. The Complete Streets Committee may want to use Bicycle Friendly Community data from League of American Bicyclists, traffic crash reports from the Illinois Department of Transportation, and the data compiled by the consultants for this plan. The National Center for Safe Routes to School offers a free student traffic count tool and free data analysis.

4.1 Evaluation and Oversight

4.1.4 Become a Bicycle Friendly Community

Improving Berwyn's bicycle and pedestrian network will make the city an even better place to live, work, shop, and play. National recognition of these efforts can be a source of pride for the community. The City can apply for designation as a Bicycle Friendly Community (BFC), awarded by the League of American Bicyclists, and as a Walk Friendly Community (WFC), awarded by the University of North Carolina Highway Safety Research Center. These programs provide incentives, hands-on assistance, and award recognition for communities that actively support bicycling and walking. Striving for these designations will demonstrate the City's commitment to active transportation.

4.2 Implementation

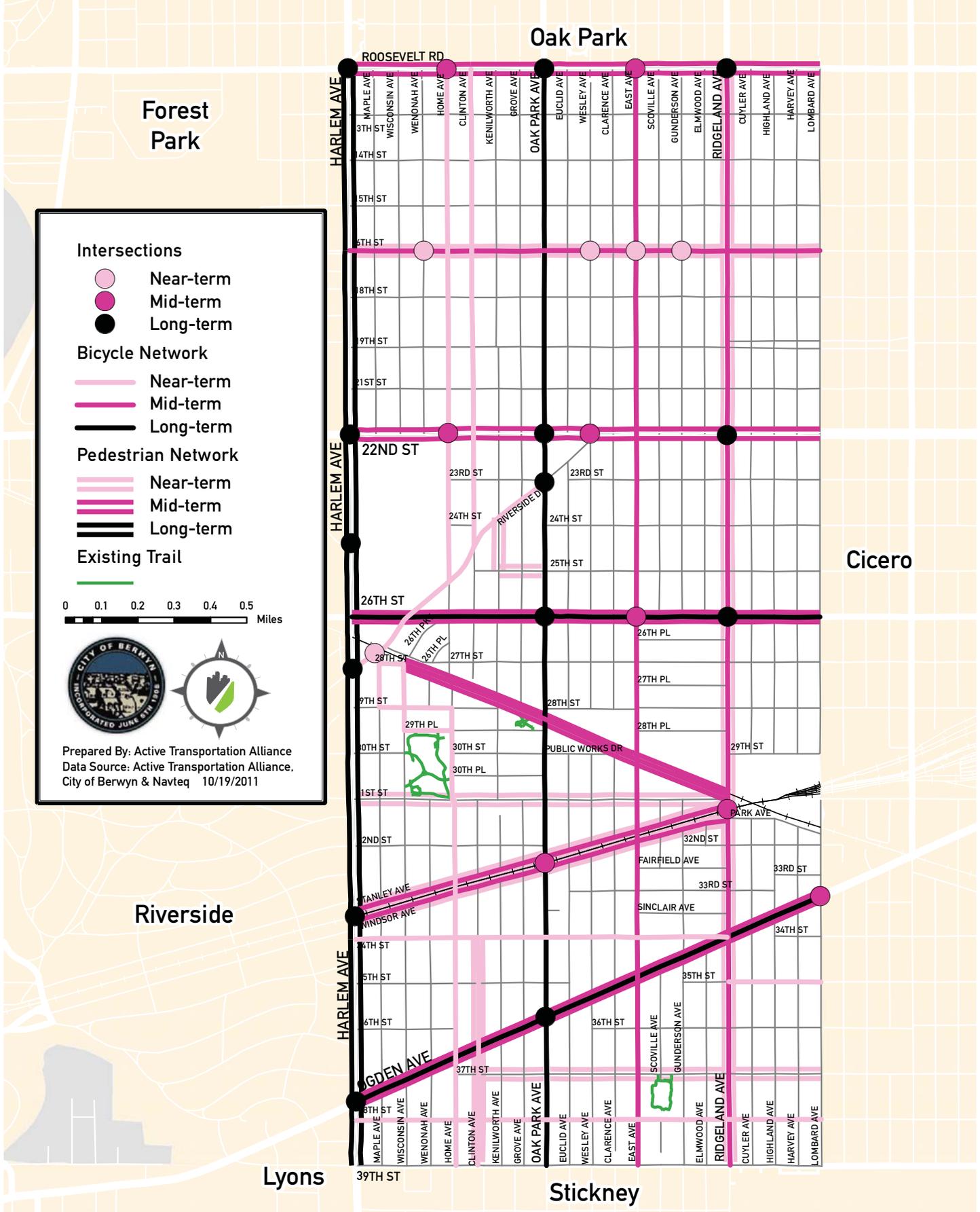
The use of the active transportation network will only increase if the plan's recommendations for education, encouragement, and enforcement are implemented in a timely manner in conjunction with the improvements to the network. On the following pages are a map showing recommended implementation priorities for the network and a timeline for implementation.



Berwyn can be eligible for a Bicycle Friendly Community or Walk Friendly Community award for its commitment to walking and bicycling.

4.2 Implementation Plan

4.2.1 Active Transportation Implementation Map



4.2 Implementation Plan

4.2.2 Policy and Programming Implementation Table

Based on level of difficulty, and number of stakeholders needed to implement, the following policies and programs have been recommended for near, mid or long term implementation. A full description for each recommendation is found in Chapter 3.

Municipal Policy Recommendations	Near-Term	Mid-Term	Long-Term
Adopt Complete Streets Policy	X		
Establish Pedestrian Right-of Way on Sidewalks	X		
Establish a Bike Lane Parking Ordinance		X	
Adopt a Bicycle Parking Ordinance		X	
Adopt an official Traffic Management Policy	X		
School Policy Recommendations	Near-Term	Mid-Term	Long-Term
Safe Routes to School	X		
Program Recommendations-Education	Near-Term	Mid-Term	Long-Term
Community Education	ongoing	ongoing	ongoing
Bicycle/Pedestrian Ambassadors Program	ongoing	ongoing	ongoing
Youth Bicycle and Pedestrian Program	ongoing	ongoing	ongoing
Teen Bicycle and Pedestrian Program	ongoing	ongoing	ongoing
Program Recommendations-Encouragement	Near-Term	Mid-Term	Long-Term
Community Encouragement - Events and Programs	ongoing	ongoing	ongoing
Community Encouragement—Information Access	ongoing	ongoing	ongoing
Program Recommendations-Enforcement	Near-Term	Mid-Term	Long-Term
Training for Police	ongoing	ongoing	ongoing
Bicycle Patrol Officer		X	
Targeted Enforcement Efforts		X	

Appendices

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5.1 Appendix A: Public Engagement Summary

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

5.2 Appendix B: Existing Conditions Maps

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

- Bike Crash Data
- Pedestrian Crash Data
- Traffic Volume and other Roadway Data
- Intersection Inventory
- Transit
- Land Use
- Schools
- Population

5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance

Pedestrian Facilities

Guide for the Planning, Design, and Operation of Pedestrian Facilities

American Association of State Highway and Transportation Officials (AASHTO), 2004

<http://www.transportation.org>

Designing Sidewalks and Trails for Access

U.S. DOT Federal Highway Administration

<http://www.fhwa.dot.gov/environment/sidewalks/index.htm>

Bicycle Facilities

Guide for the Development of Bicycle Facilities, 3rd Edition

American Association of State Highway and Transportation Officials (AASHTO), 1999

<http://www.transportation.org>

Urban Bikeway Design Guide

National Association of City Transportation Officials

<http://nacto.org/cities-for-cycling/design-guide/>

Bike Lane Design Guide

City of Chicago and the Active Transportation Alliance, 2002

http://www.chicagobikes.org/pdf/bike_lane_design_guide.pdf

Bike Parking

Association of Pedestrian and Bicycling Professionals

Bicycle Parking Design Guidelines

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

Bike Parking for Your Business

Active Transportation Alliance, 2003

http://www.chicagobikes.org/pdf/bike_parking_business.pdf

Other Resources

Active Transportation Alliance

<http://www.activetrans.org>

National Complete Streets Coalition

<http://www.completestreets.org>

Manual on Uniform Traffic Control Devices

Federal Highway Administration, 2009

<http://mutcd.fhwa.dot.gov/>

Pedestrian and Bicycle Information Center

<http://www.pedbikeinfo.org>

Bicycle and Pedestrian Accommodations

Bureau of Design & Environment Manual – 2011 Edition

Illinois Department of Transportation

<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

Safety Benefits of Raised Medians and Pedestrian Refuge Areas

Federal Highway Administration

http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders

Federal Highway Administration

http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/

5.4 Appendix D: Funding Resources

Primary Funding Sources for Local Transportation Projects

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

What Program Is My Project Eligible For?



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

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

5.5 Appendix E: Municipal Policy Resources

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.1 Adopt a Complete Streets Policy

COMPLETE STREETS POLICY RESOURCE GUIDE

PURPOSE

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

POLICY

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

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

National Complete Streets Coalition.

www.completestreets.org

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

“Complete Streets Policy Elements.” National Complete Streets Coalition. <<http://www.completestreets.org/changing-policy/policy-elements/>>. Provides a framework by which Complete Streets policy can be designed and a basic outline of the elements of robust Complete Streets policy.

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

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

OPINION/RESEARCH

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

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

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

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

5.5 Appendix E: Municipal Policy Resources (Continued)

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.2 Establish pedestrian right-of-way on sidewalks in accordance with Illinois Vehicle Code.

Below is the language of Illinois Vehicle Code establishing pedestrian right of way on sidewalks.

(625 ILCS 5/11 1008) (from Ch. 95 1/2, par. 11 1008) Sec. 11 1008. Right of way on sidewalks. The driver of a vehicle shall yield the right of way to any pedestrian on a sidewalk.

(Source: P.A. 79 857).

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.4 Establish a Bike Lane Parking Ordinance

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

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

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

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.5 Adopt a Parking Ordinance

The following sample bicycle parking ordinance is modeled after that found in the Code of Ordinances for the City of Durango, Colorado. This model was selected because Durango's automobile parking requirements are structured similarly to those of Berwyn.

[Insert Municipal Code Chapter and Section] Bicycle parking spaces.

(A) At least two (2) bicycle parking spaces or one (1) bicycle parking space for each ten (10) of the required off-street automobile parking spaces, whichever is greater, must be provided in all districts[, except districts...].

(B) No more than thirty (30) bicycle parking spaces shall be required on any one (1) property.

5.6 Appendix F: Programming Resources

Safe Routes to School

National Center for Safe Routes to School: www.saferoutesinfo.org

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

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

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

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

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

Walk to School Day

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

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

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

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

Walk and Bike Friendly Recognition

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

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

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

Bicycle Friendly Community: http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/getting_started.php

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



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